SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

4

TIME TABLE

FOR THE

RIO GRANDE DIVISION

To Take Effect Sunday, June 6, 1926, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager

F. L. BURCKHALTER,
First Assistant General Manager

R. L. RUBY,
Superintendent of Transportation

A. E. SWEET,
Assistant General Manager

L. U. MORRIS,
Superintendent

EASTWARD

BOWIE SUBDIVISION—NORTH LINE

Time Table No. 4

June 6, 1926

Capacity of Sidings in Car Lengths				SECOND CLASS											FIRST CLASS						Distance from San Francisco	STATIONS
				94	92	326	426	244	428	312	412	418	310	410	102	2	104	4	12			
				Freight	Los Angeles Manifest Frt.	Freight	Freight	San Francisco Manifest Frt.	Local Freight	Freight	Freight	Local Freight	Freight	Freight	Sunset Limited	Californian	Argonaut	Golden State Limited	Apache			
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Thurs. only	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard YWFTPBKC				10.25PM	10.15PM	4.00PM	3.50PM	2.45PM		7.25AM	7.15AM	7.00AM	12.20AM	12.10AM	s 11.59PM	s 10.30AM	s 8.45AM	s 3.55AM	s 3.07AM		983.9	TO-R TUCSON
																					984.7	0.8 T. & N. R. R. JCT.
				10.45	10.30	4.18	4.08	2.58		7.40	7.30	7.18	12.35	12.25	12.08AM	f 10.38	f 8.53	4.03	3.15		987.4	2.7 POLVO
71 P				10.59	10.40	4.25	4.15	3.13		7.53	7.40	7.30	12.48	12.35	12.13	f 10.43	f 8.58	4.08	3.20		990.7	3.3 WILMOT
71 P				11.13	10.50	4.37	4.27	3.40		8.06	7.50	7.40	1.01	12.45	12.17	f 10.48	f 9.03	4.13	3.24		993.8	3.1 RANKIN
72 PW				11.35	11.05	4.50	4.40	3.58		8.22	**8.02**	**8.02**	1.17	12.57	12.25	f 10.55	f 9.10	4.20	3.31		998.6	4.8 ESMOND
71 P				11.55PM	11.28	5.06	4.56	4.13		8.38	8.18	8.28	1.33	1.09	12.32	f 11.03	f 9.17	4.27	3.38		1003.3	4.7 TO VAIL
71 P				12.15AM	11.59PM	5.22	5.12	4.33		8.54	8.34	8.46	1.51	1.26	12.43	f 11.14	f 9.30	4.38	3.50		1008.5	5.2 IRENE
87 CPW				**12.51**	12.15AM	5.50	5.40	5.05		9.21	9.01	9.11	2.21	1.51	**12.51**	f 11.22	f 9.38	4.46	3.58		1012.6	4.1 PANTANO
72 P				1.08	12.42	6.02	5.52	5.16		9.33	9.13	9.23	2.35	2.04	12.57	f 11.28	f 9.46	4.52	4.04		1016.1	3.5 BUELL
72 P				1.23	**1.04**	6.13	6.03	5.30		**9.53**	9.24	9.34	2.49	2.15	**1.04**	f 11.35	f **9.53**	4.59	4.11		1019.7	3.6 AMOLE
71 71 PY				1.40AM	1.30	6.34PM	6.24	5.50		10.10AM	9.40	9.50	3.01AM	2.33	1.11	f 11.43AM	f 10.00	5.07AM	4.18		1023.6	3.9 TO-R MESCAL
71 P					2.10		6.36	6.15			9.52	**10.08**		2.45	1.18		f **10.08**		4.25		1028.2	4.6 CHAMISO
Yard CWFYPBK					2.30		6.46	6.27			10.02	11.45		2.55	s 1.35		s 10.26		s **4.35** 4.45		1032.6	4.4 TO BENSON
71 P					2.47		6.53	6.35			10.09	11.54AM		3.02	1.41		f 10.32		4.51		1035.8	3.2 FENNER
71 P					3.00		7.06	6.50			10.21	12.09PM		3.15	1.47		f 10.38		4.57		1038.5	2.7 CURVO
83 WP					3.12		7.36	7.15			**10.44**	12.41		3.47	1.53		f **10.44**		5.04		1041.0	2.5 TO SIBYL
71 P					3.22		7.49	7.30			11.03	12.55		**4.05**	1.58		f 10.50		5.09		1043.9	2.9 TULLY
71 P					3.34		7.59	7.40			**11.23**	**1.07**		4.18	2.04		f 10.56		**5.16**		1047.3	3.4 OCHOA
71 P					**3.53**		8.10	7.50			11.38	1.18		4.29	2.10		f **11.02**		5.22		1050.8	3.5 LANCHA
74 73 PY					**4.20**		**8.31**	8.05			11.47	1.45		**4.38**	2.15		f 11.08		5.27		1053.9	3.1 TO DRAGOON
90 P					4.35		8.39	**8.23**			**11.59AM**	1.55		4.50	**2.22**		f 11.16		5.35		1058.3	4.4 MANZORO
75 P					4.53		8.49	8.33			12.09PM	**2.24**		5.00	2.29		s **11.29**		5.42		1063.9	5.6 TO COCHISE
71 P					**5.15**		**9.04**	**9.04**			12.24	2.43		**5.15**	2.37		f 11.37		5.50		1069.6	5.7 HADO
75 PYW					5.40		9.16	9.45			12.36	3.15		5.27	**2.46**		s 11.51		f 5.59		1074.7	5.1 TO WILLCOX
69 P					**6.07**		9.28	10.01			12.48	3.30		5.39	2.54		f 11.59AM		**6.07**		1079.4	4.7 DRURY
100 PY					6.17		9.41	10.23			1.03	3.50		5.53	**3.01**		f 12.04PM		6.12		1082.6	3.2 RASO
73 P					6.27		9.54	10.32			1.13	4.16		6.02	3.08		f 12.11		6.19		1087.7	5.1 ALRICH
70 P					6.41		10.06	10.50			**1.32**	4.46		6.14	3.12		f 12.15		6.23		1091.0	3.3 LUZENA
71 P					7.05		10.14	11.00			1.39	4.54		6.20	3.17		f 12.20		6.28		1094.5	3.5 CHOLLA
Yard WFYPBKC					**7.45**		10.50	11.40	10.00AM		2.08	5.10PM		**6.30** **6.55**	s 3.30		s 12.41		s **6.42**		1098.4	3.9 TO-R BOWIE
71 P					**8.00**		11.02	11.59PM	10.15		2.17			7.10	3.36		f **12.54**		6.49		1102.6	4.2 HOLT
71 P					8.15		11.10	**12.26AM**	10.23		2.24			7.17	3.41		f 1.01		6.54		1106.6	4.0 OLGA
71 P					8.25		11.18	12.40	10.31		2.31			7.24	3.46		f 1.07		6.59		1110.2	3.6 KARRO
71 WFYPKC					**8.54**		11.27	12.52	11.00		2.39			**7.31**	3.51		s 1.12		f 7.04		1114.2	4.0 TO SAN SIMON
71 P					9.15		**11.53PM**	1.02	11.10		2.55			7.51	3.56		f 1.21		**7.09**		1117.6	3.4 BAWTRY
71 P					9.30		12.05AM	1.15	11.23		3.15			8.04	4.02		f 1.30		7.16		1121.8	4.2 VANAR
78 P					9.40		12.16	**1.46**	11.33AM		3.30			**8.16**	4.08		f 1.37		7.22		1125.0	3.2 CAVOT
75 70 PY					9.55		12.33	2.15	**12.09PM**		3.48			8.32	4.17		f 1.48		**7.32**		1128.9	3.9 TO STEINS
71 P					10.15		12.46	2.28	12.43		3.59			8.44	4.22		f 1.55		7.38		1132.7	3.8 MONDEL
71 P					10.35		12.54	2.40	12.51		4.06			8.51	**4.27**		f 2.01		7.43		1136.5	3.8 CONRAD
71 P					10.50		1.03	2.52	1.01		4.14			9.03	4.33		f 2.08		7.49		1140.8	4.3 GARY
71 P					11.00		**1.16**	3.00	1.10		4.21			9.11	4.37		f 2.13		7.53		1143.9	3.1 PYRA
I																					1147.3	3.4 S. P. R. R. CROSSING
Yard WFYTPBKC					11.25AM		1.30AM	3.15AM	1.25PM		4.35PM			9.26AM	s 4.46AM		s 2.25PM		s 8.03AM		1148.3	1.0 TO-R LORDSBURG
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Thurs only	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(164.4)
				(3.15) 11.81	(13.10) 12.49	(2.34) 15.46	(9.40) 17.00	(12.30) 13.12	(3.25) 14.16	(2.45) 13.96	(9.20) 17.61	(10.10) 11.08	(2.41) 14.31	(8.51) 18.57	(4.47) 34.37	(1.13) 32.63	(5.40) 29.01	(1.12) 33.08	(4.46) 34.21			........Time Over District ....Average speed per hour

Automatic Block Signals

Track No. 2

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
4	Any Station	Hutchinson
12	Any Station	Hutchinson, Kansas and Amarillo Texas
102	Any Station	San Antonio

Refer to third paragraph of Rule S-90 scheduled time and train orders for eastward first class trains applies at Benson at the first crossover switch east of station and at Bowie at the east switch to the west yard.

Between West Switch Mescal, Mile Post 1023, and Puzzle Switch opposite yard office, Tucson, westward trains use No. 1 track and eastward trains use No. 2 track.

Between Polvo and Tucson, automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

BOWIE SUBDIVISION—NORTH LINE { EXCEPT TRACK NO. 1, MESCAL–SOUTH YARD JCT., SOUTH LINE

WESTWARD

Time Table No. 4

June 6, 1926.

Track No. 2

A.B.S.

Track No. 1

Automatic Block Signals

Distance from El Paso Via Douglas	Distance from San Francisco			STATIONS	Distance from Lordsburg	FIRST CLASS					THIRD CLASS					Capacity of Sidings in Car Lengths
						101 Sunset Limited	1 Californian	11 Apache	103 Argonaut	3 Golden State Limited	91 Los Angeles Manifest Frt.	427 Local Freight	417 Local Freight	93 Manifest Freight	243 San Francisco Manifest Frt.	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	
	983.9	TO-R		TUCSON	163.1	s 5.53AM	s 4.45PM	s 10.40PM	s 7.30PM	s 12.50AM	6.30PM		4.20PM	6.20PM	11.00AM	
	984.7		0.8	T. & N. R. R. JCT.	162.3											
	987.4		2.7	POLVO	159.6	5.44	f 4.35	10.30	7.21	12.40	6.02		4.01	5.50	10.40	
833.9	990.2		2.8	SOUTH YARD JCT.	156.8	5.38	f 4.29	10.24	7.15	12.34	5.35		3.50	5.20	10.25	P
830.4	993.7		3.5	CRUZ	153.3	5.32	f 4.23	10.18	7.10	12.28	5.20		3.40	5.02	10.10	79 P
826.3	997.8		4.1	RITA	149.2	5.27	f 4.17	10.12	7.05	12.22	5.00		3.25	4.45	9.55	79 WP
820.4	1003.7		5.9	VAIL	143.3	5.19	f 4.09	10.04	6.58	12.14	4.40		3.10	4.26	9.35	79 P
816.7	1007.4		3.7	EMPIRE	139.6	5.14	f **4.04**	9.59	6.53	12.09	4.20		2.50	**4.04**	9.10	79 P
811.2	1012.9		5.5	MARSH	134.1	5.07	f **3.56**	9.52	6.46	12.01AM	**3.56**		2.20	3.20	8.50	69 WP
806.4	1017.7		4.8	CATALINA	129.3	5.01	f 3.49	9.45	6.39	11.53PM	3.20		2.00	3.00	8.25	79 P
801.8	1023.6	TO-R	4.6	MESCAL	124.7	4.52	f 3.40	9.36	6.31PM	11.44PM	2.49		1.25	2.36PM	7.55	
	1028.2		4.6	CHAMISO	120.1	4.44	f 3.33	9.27			2.10		1.05		7.30	
	1032.6	TO	4.4	BENSON	115.7	s **4.35**	s 3.25	s 9.18			1.57		12.45		6.50	
	1035.8		3.2	FENNER	112.5	4.20	f 3.11	9.03			1.47		12.26PM		6.15	
	1038.5		2.7	CURVO	109.8	4.15	f 3.06	8.58			1.38		11.59AM		5.55	
	1041.0	TO	2.5	SIBYL	107.3	4.10	f 3.01	8.53			1.29		11.48		5.40	
	1043.9		2.9	TULLY	104.4	**4.05**	f 2.56	8.48			1.16		11.33		5.26	
	1047.3		3.4	OCHOA	101.0	3.59	f 2.50	8.42			**1.07**		**11.23**		**5.16**	
	1050.8		3.5	LANCHA	97.5	**3.53**	f 2.44	8.36			12.35		**11.02**		4.50	
	1053.9	TO	3.1	DRAGOON	94.4	3.48	f 2.39	**8.31**			12.25PM		10.45		**4.38** **4.15**	
	1058.3		4.4	MANZORO	90.0	3.40	f 2.32	**8.23**			**11.59**AM		10.30		3.50	
	1063.9	TO	5.6	COCHISE	84.4	**3.32**	s **2.24**	8.15			**11.29**		10.15		**3.32**	
	1069.6		5.7	HADO	78.7	3.23	f 2.12	8.07			10.56		9.45		3.10	
	1074.7	TO	5.1	WILLCOX	73.6	3.14	s 2.03	f 7.58			10.43		9.30		**2.46**	
	1079.4		4.7	DRURY	68.9	3.06	f 1.50	7.50			10.30		8.55		2.15	
	1082.6		3.2	RASO	65.7	**3.01**	f 1.45	7.45			10.15		8.45		2.00	
	1087.7		5.1	ALRICH	60.6	2.49	f 1.37	7.36			10.00		8.24		1.40	
	1091.0		3.3	LUZENA	57.3	2.44	f **1.32**	7.31			9.50		8.05		1.20	
	1094.5		3.5	CHOLLA	53.8	2.39	f 1.27	7.26			9.40		7.55		1.00	
	1098.4	TO-R	3.9	BOWIE	49.9	s 2.33	s 1.20	s 7.19			9.20	10.00AM	**7.45**AM		12.50	
	1102.6		4.2	HOLT	45.7	2.17	f **12.54**	7.01			**8.00**	9.30			12.35	
	1106.6		4.0	OLGA	41.7	2.12	f 12.47	6.54			7.46	9.09			**12.26**	
	1110.2		3.6	KARRO	38.1	2.07	f 12.42	6.49			7.38	9.02			12.10	
	1114.2	TO	4.0	SAN SIMON	34.1	2.02	s 12.36	f 6.42			**7.31**	**8.54**			12.01AM	
	1117.6		3.4	BAWTRY	30.7	1.57	f 12.29	6.36			**7.09**	8.41			**11.53**PM	
	1121.3		4.2	VANAR	26.5	1.51	f 12.23	6.29			6.52	8.33			11.37	
	1125.0		3.2	CAVOT	23.3	**1.46**	f 12.18	6.23			6.35	**8.16**			11.20	
	1128.9	TO	3.9	STEINS	19.4	1.38	f **12.09**	6.14			6.20	**7.32**			11.07	
	1132.7		3.8	MONDEL	15.6	1.31	f 12.01PM	6.06			5.50	6.57			10.57	
	1136.5		3.8	CONRAD	11.8	1.26	f 11.55AM	6.00			5.40	6.47			10.49	
	1140.8		4.3	GARY	7.5	1.20	f 11.48	5.53			5.30	6.37			10.41	
	1143.9		3.1	PYRA	4.4	**1.16**	f 11.43	5.48			5.12	6.30			10.35	
	1147.3		3.4	S. P. R. R. CROSSING	1.0											
	1148.3	TO-R	1.0	LORDSBURG	0.0	s 1.09AM	s 11.35AM	s 5.40PM			4.52AM	6.15AM			10.15PM	
				(163.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed Only	Leave Tues., Thurs., Sat	Leave Daily	Leave Daily	
				Time Over District		(4.44)	(5.10)	(5.00)	(0.59)	(1.06)	(13.38)	(3.45)	(8.35)	(3.44)	(12.22)	
				Average speed per hour		34.45	31.56	32.62	39.05	34.90	11.96	13.30	13.18	10.28	13.18	

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ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge Passengers to or Beyond		From or Beyond
3	Any Station	Discharge		Hutchinson
3	Any Station	Receive	Yuma	
11	Any Station	Discharge		Hutchinson and Amarillo
101	Any Station	Discharge		San Antonio and Tucumcari
103	Any Station	Discharge		East of El Paso
103	Any Station	Mescal-Tucson discharge passengers from West of El Paso		

EASTWARD

LORDSBURG SUBDIVISION—NORTH LINE

Capacity of Sidings in Car Lengths	SECOND CLASS						FIRST CLASS			Distance from San Francisco			Time Table No. 4 June 6, 1926
	412 Freight	92 Los Angeles Manifest Freight	410 Freight	244 San Francisco Manifest Freight	414 Local Freight	426 Freight	104 Argonaut	12 Apache	102 Sunset Limited				STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sun. and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard WFYTPBKC	5.00PM	12.16PM	9.30AM	4.15AM	4.00AM	1.06AM	s 2.37PM	s 8.15AM	s 4.52AM	1148.3	Automatic Block Signals	TO-R	LORDSBURG 4.7
75 P	**5.18**	12.31	9.42	**4.59**	4.15	1.16	f 2.47	8.23	**4.59**	1153.0			ULMORIS 6.0
71 P	5.30	1.00	9.54	5.40	4.27	1.27	f 2.55	8.31	5.07	1159.0			LISBON 5.4
76 P	5.52	1.22	10.14	6.00	4.39	1.42	f 3.03	8.38	5.14	1164.4			HAWKINS 3.6
71 WP	6.10	1.41	10.22	6.20	4.50	1.49	f 3.10	8.43	5.19	1168.0		TO	SEPAR 5.8
76 P	6.24	2.05	**10.42**	6.40	5.03	2.01	f 3.21	8.51	5.27	1173.8			LADIM 5.8
75 P	6.34	2.20	10.54	6.55	5.16	**2.11**	f **3.29**	8.58	5.34	1179.6			WILNA 3.9
76 P	**6.41**	2.30	11.01	7.10	5.26	2.18	f 3.34	9.03	5.39	1183.5			QUINCY 5.0
75 WP	6.50	**2.55**	11.10	7.30	**5.46**	2.33	f 3.41	9.10	**5.46**	1188.5		TO	GAGE 4.7
100 P	6.58	3.10	11.18	7.46	6.10	2.41	f 3.48	9.16	5.52	1193.2			MONGOLA 6.4
71 P	7.09	3.30	11.29	8.10	6.25	2.52	f 3.56	9.24	6.00	1199.6			TUNIS 3.7
71 P	7.16	3.40	11.36	8.22	6.35	2.59	f **4.06**	9.29	6.05	1203.3			PARMA 2.8
75	7.21	**3.56** **4.11**	11.41	8.27	6.40	3.04	**4.11**	9.33	6.09	1206.1	Auto. Block Signals		CAMP CODY 0.6
I										1206.7			S. P. R. R. CROSSING 0.3
										1207.0			JC. SW. HERMANAS LINE 1.0
Yard PWYBKC	7.36	**4.41**	**11.56**AM	**8.55**	**7.15** **10.02**	3.19	s **4.30**	s **9.39** **9.52**	s 6.23	1208.0		TO	DEMING 4.5
71 P	7.47	5.16	12.07PM	**9.23**	10.20	3.29	f 4.38	10.01	6.31	1212.5			LUXOR 6.4
71 P	7.58	5.40	12.18	9.55	10.40	3.40	f 4.47	10.09	6.39	1218.9			CARNE 3.1
14							f			1222.0			MIESSE (Spur) 3.7
71 P	8.10	6.01	12.30	**10.18**	11.20	3.52	f 4.57	**10.18**	6.48	1225.7			MYNDUS 3.9
71 WP	**8.17**	6.15	12.37	10.47	11.35	3.59	f 5.03	10.23	6.54	1229.6			AKELA 4.3
71 P	8.25	6.35	12.45	11.01	11.55AM	4.07	f 5.10	10.29	7.00	1233.9		TO	CAMBRAY 4.5
71 P	8.33	6.59	12.53	11.15	12.38PM	4.15	f 5.17	10.35	7.06	1238.4			DONA 4.6
72 P	8.41	**7.16**	**1.01**	11.43AM	**1.01**	4.23	f 5.24	10.41	7.12	1243.0			CHAPPEL 4.4
81 P	8.57	7.35	1.16	12.09PM	**1.42**	4.38	f 5.31	10.47	7.19	1247.4			ADEN 3.9
76 P	9.05	7.50	**1.24**	12.25	2.10	4.45	f 5.38	10.52	7.25	1251.3			PRONTO 3.3
71 P	9.11	8.01	1.30	12.40	**2.42**	4.51	f 5.43	10.56	7.30	1254.6			KENZIN 4.8
75 WFP	9.25	8.15	1.39	**12.55**	3.05	5.00	f **5.51**	11.03	7.37	1259.4		TO	AFTON 5.3
71 P	9.34	8.55	1.48	1.20	3.15	5.09	f 5.59	11.11	7.45	1264.7			RUTTER 4.8
71 P	9.43	9.30	1.57	1.35	3.25	5.18	f 6.07	11.18	**7.53**	1269.5			LANARK 5.0
75 P	**9.58**	**9.58**	**2.13**	**2.13**	3.35	5.27	f 6.15	11.26	8.01	1274.5			VEVAY 5.2
78 72 YPW	10.13	10.29	2.28	2.40	3.55	5.43	f 6.23	**11.34**	**8.08**	1279.7	Auto. Block Signals		STRAUSS 5.5
76 P	10.24	11.00	2.39	3.07	**4.20**	5.54	f 6.33	11.43	8.17	1285.2			LIZARD 4.2
71 P	10.33	11.23	2.48	3.25	4.45	6.03	f 6.40	11.50	8.24	1289.4		TO	ANAPRA 2.5
										1291.9			BRICKLAND (Spur) 1.0
	10.40PM	11.36PM	2.55PM	3.35PM	5.00PM	6.11AM	6.47PM	11.57AM	8.32AM	1292.9			RIO GRANDE
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. and Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(144.6)
	(5.40) 25.51	(11.05) 13.04	(5.25) 26.69	(11.20) 12.75	(10.13) 14.15	(5.05) 28.44	(4.10) 34.70	(3.29) 41.51	(3.40) 39.55				Time Over District Average speed per hour

The figures at El Paso given below are for information only. Trains between Rio Grande and El Paso will be governed by time table of G. H. & S. A. Ry., El Paso Division.

	412	92	410	244	414	426	104	12	102		
	11.05PM	12.01AM	3.20PM	4.00PM	5.30PM	6.36AM	7.00PM	12.10PM	8.45AM	1295.9	EL PASO

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph Rule 90-S schedule time and train orders for eastward first class trains applies at Deming at the crossover switch in front of section house.

Trains having unexpired time orders, or meeting point at Camp Cody must remain West of Eastward distant signal, Deming interlocking plant, three hundred and sixty-three feet East of Mile Post 1206. This is the overlap point for signal at West end of Deming Yard.

Within the limits of El Paso Union Passenger Depot Company's Yard employees are subject to rules and regulations of that Company.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
12	Any Station	Hutchinson, Kansas and Amarillo, Tex.
102	Any Station	San Antonio

LORDSBURG SUBDIVISION—NORTH LINE

Time Table No. 4 June 6, 1926 STATIONS	Distance from Rio Grande	FIRST CLASS			THIRD CLASS		
		1	11	101	413	243	91
		Californian	Apache	Sunset Limited	Local Freight	San Francisco Manifest Freight	Los Angeles Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. and Sat.	Arrive Daily	Arrive Daily
TO-R LORDSBURG 4.7	144.6	s 11.23AM	s 5.28PM	s 1.01AM	5.45PM	10.10PM	3.55AM
ULMORIS 6.0	139.9	f 11.12	**5.18**	12.51	**5.18**	9.22	3.40
LISBON 5.4	133.9	f 11.04	5.10	12.43	4.55	8.50	3.20
HAWKINS 3.6	128.5	f 10.57	5.02	12.36	4.40	7.51	3.09
TO SEPAR 5.8	124.9	f 10.51	4.57	12.31	4.25	7.35	2.56
LADIM 5.8	119.1	f **10.42**	4.48	12.23	4.05	7.10	2.30
WILNA 3.9	113.3	f 10.34	4.40	12.16	**3.29**	6.55	**2.11**
QUINCY 5.0	109.4	f 10.28	4.34	12.11	3.10	**6.41**	1.55
TO GAGE 4.7	104.4	f 10.20	4.27	12.04AM	**2.55**	6.25	1.35
MONGOLA 6.4	99.7	f 10.13	4.20	11.57PM	2.35	6.10	1.15
TUNIS 3.7	93.3	f 10.04	4.12	11.49	2.05	5.50	12.50
PARMA 2.8	89.6	f 9.58	**4.06**	11.44	1.45	5.15	12.40
CAMP CODY 0.6	86.8	9.53	**4.01**	11.40	1.37	5.05	12.26AM
S. P. R. R. CROSSING 0.3	86.2						
JC. SW. HERMANAS LINE 1.0	85.9						
TO DEMING 4.5	84.9	s **9.47**	s 3.55	s **11.35**	**12.50PM** **11.30AM**	**4.45** **4.25**	**11.35PM**
LUXOR 6.4	80.4	f **9.23**	3.40	11.20	11.12	3.50	9.43
CARNE 3.1	74.0	f 9.14	**3.32**	11.12	10.58	**3.32**	9.20
MIESSE (Spur) 3.7	70.9	f					
MYNDUS 3.9	67.2	f 9.04	3.23	11.03	**10.18**	3.00	8.45
AKELA 4.3	63.3	f 8.59	3.18	10.58	9.55	2.45	**8.17**
CAMBRAY 4.5	59.0	f 8.52	3.12	10.52	9.47	2.36	8.02
DONA 4.6	54.5	f 8.46	3.06	10.46	9.39	2.18	7.40
CHAPPEL 4.4	49.9	f 8.40	3.00	10.40	9.31	2.10	**7.16**
ADEN 3.9	45.5	f 8.33	2.53	10.34	9.23	**1.42**	6.45
PRONTO 3.3	41.6	f 8.27	2.47	10.28	9.15	**1.24**	6.29
KENZIN 4.8	38.3	f 8.22	**2.42**	10.24	9.02	1.10	6.13
AFTON 5.3	33.5	f 8.14	2.35	10.18	8.52	**12.55**	**5.51**
RUTTER 4.8	28.2	f 8.03	2.27	10.11	8.41	12.35	5.20
LANARK 5.0	23.4	f **7.53**	2.20	10.05	8.31	12.20PM	5.10
VEVAY 5.2	18.4	f 7.39	**2.13**	**9.58**	8.20	11.58AM	5.00
STRAUSS 5.5	13.2	f 7.32	2.05	9.51	**8.08**	**11.34**	4.40
LIZARD 4.2	7.7	f 7.24	1.56	9.42	7.40	11.07	**4.20**
TO ANAPRA 2.5	3.5	f **7.18**	1.49	9.34	**7.18**	10.38	4.05
BRICKLAND (Spur) 1.0	1.0						
RIO GRANDE	0.0	7.13AM	1.43PM	9.28PM	7.00AM	10.10AM	3.45PM
(144.6)		Leave Daily	Leave Daily	Leave Daily	Leave Tues. and Sat.	Leave Daily	Leave Daily
Time Over District Average speed per hour		(4.10) 34.70	(3.45) 38.56	(3.33) 40.73	(9.25) 15.35	(11.40) 12.39	(12.10) 11.88

The figures at El Paso given below are for information only. Trains between Rio Grande and El Paso will be governed by time table of G. H. & S. A. Ry., El Paso Division.

EL PASO		7.00AM	1.30PM	9.15PM	6.30AM	9.45AM	3.15PM

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph Rule S-90 schedule time and train orders for eastward first class trains applies at Deming at the crossover switch in front of section house.

Trains having unexpired time orders, or meeting point at Camp Cody must remain West of Eastward distant signal, Deming interlocking plant, three hundred and sixty-three feet East of Mile Post 1206. This is the overlap point for signal at West end of Deming Yard.

Within the limits of El Paso Union Passenger Depot Company's Yard employees are subject to rules and regulations of that Company.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers From or Beyond
101	Any Station	San Antonio and Tucumcari
11	Any Station	Hutchinson and Amarillo

EASTWARD — DOUGLAS SUBDIVISION—SOUTH LINE — WESTWARD

Capacity of Sidings in Car Lengths			SECOND CLASS						FIRST CLASS		Distance from San Francisco	Time Table No. 4 June 6, 1926	Distance from El Paso	FIRST CLASS		THIRD CLASS				
			326	188	312	186	310	94	2	4				103	3	93	185	187		
			Freight	Ore	Freight	Local Freight	Freight	Manifest Freight	Californian	Golden State Limited				Argonaut	Golden State Limited	Manifest Freight	Local Freight	Ore		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		
P			6.39PM		10.15AM		3.06AM	1.45AM	f 11.43AM	5.07AM	1022.1	Automatic Block Signals TO-R MESCAL	302.0	6.31PM	11.44PM	2.36PM				
78 P			6.51		10.26		3.21	2.00	f 11.52	5.16	1024.5	2.4 MIRAMONTE	299.6	f 6.26	11.39	2.20				
79 WP			6.59		10.40		3.40	2.30	f 11.58AM	5.22	1028.6	4.1 WHETSTONE	295.5	f 6.18	11.32	2.01				
87 P			7.13		11.00		3.52	2.55	f 12.07PM	5.31	1035.5	6.9 SAN JUAN	288.6	f 6.07	11.21	1.45				
80 P			7.27		11.15		4.07	3.20	f 12.17	5.41	1043.1	7.6 BOQUILLAS	281.0	f 5.55	11.09	1.25				
P			7.34		11.22	9.15AM	4.14	3.50	12.21	5.45	1046.4	3.3 BENSON JCT.	277.7	5.50	11.04	1.15	3.10PM			
											1047.8	1.4 S. P. R. R. CROSSING	276.3							
79 WYKPF			7.44		11.30	10.00	4.20	4.10	s 12.26	f 5.50	1048.2	0.4 TO FAIRBANK	275.9	s 5.44	f 10.59	1.05	3.00			
75 P			7.58		11.50AM	10.30	4.35	4.25	f **12.38**	6.00	1054.7	6.5 CHARLESTON	269.4	f 5.32	10.49	**12.38**	1.40			
70 WYP			8.08		**12.03PM**	10.50	4.45	4.35	s 12.45	6.07	1058.8	4.1 TO LEWIS SPRINGS	265.3	s 5.22	10.42	**12.03PM**	1.20			
81 P			8.21		12.14	11.20	**4.58**	**4.58**	f **12.55**	6.15	1064.9	6.1 SAN PEDRO	259.2	f 5.12	10.32	11.47AM	**12.55**			
80 WP			8.35		**12.30**	**11.40**	5.13	5.25	f 1.01	6.21	1069.0	4.1 TO HEREFORD	255.1	f 5.03	10.25	**11.40**	**12.30PM**			
79 P			9.04		12.48	**11.55AM**	5.34	5.50	f 1.09	6.29	1075.1	6.1 STARK	249.0	f 4.53	10.15	11.15	**11.55AM**			
70 70 P			9.35		1.03	12.30PM	5.53	6.20	s 1.19	6.37	1080.9	5.8 NACO	243.2	f 4.44	10.05	11.00	11.30			
Yard WYPC			**9.58**	5.00PM	1.20	**1.00** **2.00**	6.09	**6.52**	s 1.34	s **6.52**	1085.0	4.1 TO-R BISBEE JUNCTION	239.1	s 4.35	s **9.58**	10.50	11.10	2.40PM		
83 P			10.10	5.15	1.32	**2.22**	6.20	7.10	f 1.43	7.01	1089.7	4.7 CROOK	234.4	f 4.20	9.43	9.25	9.35	**2.22**		
5			10.18	5.27	1.40	2.30	6.28	7.20	f 1.49	7.07	1093.5	3.8 SILICA (Spur)	230.6	f 4.14	9.35	9.10	9.20	2.07		
81 WP			10.25	5.40	1.54	2.40	6.35	7.30	f 1.54	7.13	1096.9	3.4 FORREST	227.2	f 4.09	9.28	8.45	9.10	1.54		
76 P			10.38	5.55	2.10	2.55	6.48	7.56	f 2.03	7.24	1104.3	7.4 CALUMET	219.8	f 4.00	9.16	8.20	8.40	1.10		
Yard WFYTBKPC			10.48PM	6.05PM	2.20PM	3.15PM	6.58AM	**8.10AM**	s 2.09PM	s 7.30AM	1107.0	2.7 TO-R DOUGLAS	217.1	s 3.55PM	s 9.10PM	**8.10AM**	8.30AM	1.00PM		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		84.9		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		
			(4.09)	(1.05)	(4.05)	(6.00)	(3.52)	(6.25)	(2.26)	(2.23)		Time Over District		(2.36)	(2.34)	(6.26)	(6.40)	(1'40)		
			20.45	20.30	20.79	10.10	21.95	12.55	34.89	35.62		Average speed per hour		32.65	31.07	13.19	9.09	13.20		

Westward trains are superior to trains of the same class in the opposite direction: Except: No. 187 is superior to No. 188.

Schedule time and train orders apply at passenger station Douglas.

Nos. 103 and 3 take tank water Bisbee Jct. to enable train run to Maricopa for water.

EASTWARD — DOUGLAS SUBDIVISION — BISBEE BRANCH LOWELL CUT OFF — WESTWARD

Capacity of Sidings in Car Lengths	FIRST CLASS			Distance from San Francisco	Time Table No. 4 June 6, 1926	Distance from El Paso	FIRST CLASS		
	70	64	60				61	65	71
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed
	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
	f 10.10PM	s 1.46PM	f 7.05AM	1088.3	CORTA	242.3	f 6.30AM	f 1.05PM	f 9.35PM
6	f 10.15	f 1.51	f 7.10	1089.6	1.3 WARREN (Spur)	243.6	f 6.25	f 1.00	f 9.30
39 PWC	s 10.20PM	s 1.56PM	s 7.15AM	1091.7	1.5 R LOWELL	245.7	s 6.20AM	s 12.55PM	s 9.25PM
	Arrive Daily	Arrive Daily	Arrive Daily		(2.8)		Leave Daily	Leave Daily	Leave Daily
	(0.10)	(0.10)	(0.10)		Time Over District		(0.10)	(0.10)	(0.10)
	16.80	16.80	16.80		Average speed per hour		16.80	16.80	16.80

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge Passengers To or Beyond		From or Beyond
3	Any Station	Discharge		Hutchinson
3	Any Station	Receive	Yuma	
103	Any Station	Receive	Yuma	
103	Any Station	Discharge		East of El Paso
4	Any Station	Receive		Hutchinson

EASTWARD

HACHITA SUBDIVISION—SOUTH LINE

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS			Distance from San Francisco		Time Table No. 4 June 6, 1926	Distance from El Paso	FIRST CLASS			THIRD CLASS	
	326	312	126	94	310	8	2	4					7	103	3	125	93
	Freight	Freight	Local Freight	Manifest Freight	Freight	Mixed	Californian	Golden State Limited					Mixed	Argonaut	Golden State Limited	Local Freight	Manifest Freight
	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs , Sat.	Arrive Daily
WFYTBKPC Yard	11.00PM	2.25PM	9.40AM	9.30AM	7.20AM	s 8.30PM	s 2.19PM	s 7.40AM	1107.0	TO-R	DOUGLAS 4.8	217.1	s 6.50AM	s 3.45PM	s 8.59PM	2.17PM	7.00AM
P	11.30	2.50	10.00	9.50	**7.52**	f 9.15	f 2.28	**7.52**	1111.8	Automatic Block Signals	ACACIA 3.9	212.3	f 6.32	3.32	8.47	1.58	6.40
P	11.55PM	**3.26**	10.25	10.15	8.17	f 9.34	f 2.33	8.00	1115.7		LEE 4.5	208.4	f **6.23**	**3.26**	8.41	1.48	**6.23**
							f		1120.2		COLLEGE PEAK (Spur) 0.9	203.9					
WP	12.21AM	3.58	11.00	10.50	8.43	f 9.53	f 2.41	8.11	1121.1		CAZADOR 9.5	203.0	f 6.10	3.16	8.33	1.34	5.50
P	12.43	4.20	11.30	11.20	9.05	f 10.15	f **2.59**	8.26	1130.6	TO	BERNARDINO 7.1	193.5	f 5.46	f **2.59**	8.17	12.55	5.15
P	12.59	4.36	11.50AM	11.40AM	9.21	f 10.31	f 3.16	8.36	1137.7		CHIRICAHUA 9.4	186.4	f 5.30	f 2.46	8.06	12.40	4.50
WP	1.20	4.55	12.20PM	**12.10PM**	9.40	f 10.49	f 3.32	8.51	1147.1		APACHE 5.6	177.0	f 5.03	f 2.32	7.50	**12.10PM**	3.55
P	1.30	5.05	12.35	12.25	9.50	f 10.59	f 3.41	9.00	1152.7		MORA 6.0	171.4	f 4.50	2.25	7.40	11.05AM	3.25
WPC	1.50	5.18	1.25	1.10	**10.10**	s 11.19	s 3.56	9.10	1158.7	TO	RODEO 5.2	165.4	s 4.37	s 2.17	7.30	**10.10**	3.00
P	**2.04**	5.30	**2.08**	1.30	10.22	f 11.30	f 4.06	9.18	1163.9		APAN 6.6	160.2	f 4.13	**2.08**	7.20	9.45	**2.04**
P	2.27	6.00	2.24	**1.58**	10.42	f 11.44	f 4.18	**9.28**	1170.5		PRATT 5.4	153.6	f 4.00	**1.58**	7.10	**9.28**	1.40
P	2.37	6.15	2.40	2.15	10.57	f 11.58PM	f 4.26	9.35	1175.9	TO	ANIMAS 5.5	148.2	f 3.47	f 1.51	7.02	9.05	1.30
WP	2.47	6.25	3.10	2.35	11.07	f 12.08AM	f 4.34	9.42	1181.4		ANTELOPE 6.4	142.7	f 3.34	1.44	6.54	8.35	1.20
P	**3.13**	**6.44**	3.30	2.50	11.22	f 12.19	f 4.43	9.50	1187.8		PLAYAS 5.6	136.3	f **3.13**	1.36	**6.44**	8.00	12.59
P	3.23	7.05	3.42	3.05	11.40	f **12.32**	f 4.53	9.58	1193.4		GRADE 4.7	130.7	f 3.01	1.29	6.35	7.45	**12.32**
P	3.36	7.21	4.00	3.25	11.53AM	f 12.46	f 5.03	10.05	1198.1		VISTA 4.8	126.0	f 2.51	1.23	6.27	7.30	12.01AM
P	3.45	7.30	4.15	3.35	12.02PM	f 12.55	f 5.11	10.12	1202.9		MINERO 3.4	121.2	f 2.34	1.17	6.19	7.10	11.35PM
WFYBKPC Yard	3.55AM	7.40PM	4.30PM	3.50PM	12.15PM	s 1.05AM	s 5.19PM	s 10.20AM	1206.3	TO-R	HACHITA	117.8	s 2.25AM	s 1.12PM	s 6.13PM	7.00AM	11.25PM
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(99.3)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily
	(4.55) 20.19	(5.15) 18.91	(6.50) 14.53	(6.20) 15.67	(4.55) 20.19	(4.35) 21.66	(3.00) 33.10	(2.40) 37.23			Time Over District Average speed per hour		(4.25) 22.48	(2.33) 38.94	(2.46) 35.89	(7.17) 13.63	(7.35) 13.09

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders apply at passenger stations Douglas and Hachita.

Schedule time of Nos. 3 and 8 at East Switch Douglas Freight Yard is **8.52** P. M. (Full face type) See rules 5 and 92

Additional Stations:
Silver Creek 199.9
Pot Hook 129.2

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers To (or Beyond)	Passengers From (or Beyond)
3	Any Station	Discharge		Hutchinson
3	Any Station	Receive	Yuma	
7	Pot Hook	Receive or Discharge	Any Station	Any Station
8	Pot Hook	Receive or Discharge	Any Station	Any Station
7	Silver Creek	Receive or Discharge	Any Station	Any Station
8	Silver Creek	Receive or Discharge	Any Station	Any Station
103	Any Station	Discharge		East of El Paso
103	Any Station	Receive	Yuma	

NOTE: Flag stops on schedule No. 103 at Animas, Apache, Chiricahua and Bernardino are for revenue passengers only.

EASTWARD

DOUGLAS SUBDIVISION

BISBEE BRANCH

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 4 June 6, 1926	Distance from El Paso	FIRST CLASS				THIRD CLASS
	188	70	66	64	60					61	65	67	71	187
	Ore	Mixed	Mixed	**Mixed**	Mixed					Mixed	**Mixed**	Mixed	Mixed	Ore
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
WYPBKC	2.55PM	s 10.00PM	s 4.37PM	s 1.36PM	s 6.55AM	1085.0	TO-R	BISBEE JUNCTION 3.2	239.1	f 6.40AM	s 1.15PM	s 4.20PM	s 9.45PM	4.10PM
	3.10	f 10.10	f 4.47	f 1.46	f 7.05	1088.3		CORTA 1.5	242.3	f 6.30	f 1.05	f 4.10	f 9.35	3.54
YWP	3.25PM	See Warren Line	s 4.52	See Warren Line	See Warren Line	1089.8	Auto. Block Signals	DON LUIS 1.0	243.8	See Warren Line	See Warren Line	s 4.05	See Warren Line	3.48PM
W			4.56			1090.8		GALENA 0.9	244.8			4.01		
WPC		s 10.20	s 5.02	s 1.56	s 7.15	1091.7	R	LOWELL 1.2	245.7	s 6.20	s 12.55	s 3.55	s 9.25	
KPB		s 10.25PM	s 5.07PM	s 2.01PM	s 7.20AM	1092.9	TO-R	BISBEE	246.9	s 6.15AM	s 12.50PM	s 3.50PM	s 9.20PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(7.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.30) 9.40	(0.25) 18.72	(0.30) 15.60	(0.25) 18.72	(0.25) 18.72			Time Over District Average speed per hour		(0.25) 18.72	(0.25) 18.72	(0.30) 15.60	(0.25) 18.72	(0.22) 12.81

East leg of wye at Bisbee Junction is main track of Bisbee line.

Both east and west wye switches at Don Luis will be kept lined for Don Luis yard.

Westward trains are superior to trains of the same class in the opposite direction.

Except: No. 64 is superior to No. 67 and No. 66 is superior to No. 71.

No's. 70 and 71 register at Corta.

EASTWARD

EL PASO SUBDIVISION—SOUTH LINE

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS						FIRST CLASS				Distance from San Francisco		Time Table No. 4 June 6, 1926	Distance from El Paso	FIRST CLASS					THIRD CLASS		
	312	94	310	124	172	326	2	12	4	8					1	103	11	3	7	123	93	171
	Freight	Manifest Freight	Freight	Local Freight	Mixed	Freight	Californian	Apache	Golden State Limited	Mixed					Californian	Argonaut	Apache	Golden State Limited	Mixed	Local Freight	Manifest Freight	Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Wednesday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Wednesday Only
WFYBKPC Yard	7.55PM	4.46PM	12.25PM	7.00AM	s 6.45AM	4.10AM	s 5.24PM		s 10.25AM	s **1.45AM**	1206.3	TO-R	HACHITA	117.8		s 1.08PM		s 6.08PM	s **1.45AM**	4.21PM	10.45PM	s 6.30PM
61 P	8.17	5.15	**12.56**	7.25	f 7.15	4.35	f 5.35		10.34	f 2.15	1212.6		6.3 CONTINENTAL	111.5		**12.56**		5.56	f 1.23	3.55	10.20	f 6.10
79 P	8.27	**5.48**	1.15	7.50	f 7.30	4.47	f **5.48**		10.41	f 2.28	1218.1		5.5 VICTORIO	106.0		12.49		**5.48**	f 1.11	3.40	10.00	f **5.48**
75 P	8.40	6.08	1.28	8.10	f 7.45	5.00	f 6.01		10.50	f 2.43	1225.6		7.5 SAVOYA	98.5		12.40		5.38	f 12.55	3.20	9.35	f 5.15
37-78 WYP	**8.55**	6.20	1.38	8.45	s 8.00AM	5.10	f 6.09		10.58	f 2.58	1230.9		5.3 HERMANAS	93.2		12.32		5.28	f 12.33	2.55	**8.55**	s 5.00PM
80 P	9.05	6.35	1.48	9.00		5.20	f 6.17		11.04	f 3.10	1236.0		5.1 FORD	88.1		12.26		5.20	f 12.15	2.20	8.39	
58 P	9.20	7.00	**2.03**	9.20		5.35	f 6.27		11.12	f 3.25	1242.9		6.9 MIMBRES	81.2		12.18		5.11	f 12.01AM	**2.03**	8.25	
84 WPC	9.45	7.30	2.28	10.00		6.01	s 6.44		f 11.24	s 3.55	1250.3	TO	7.4 COLUMBUS	73.8		s 12.09PM		5.00	s 11.40PM	1.25	8.05	
80 P	9.59	**7.45**	2.42	10.15		6.15	f 6.53		11.32	f 4.10	1256.8		6.5 MIRIAM	67.3		11.55AM		4.46	f 11.08	12.35	**7.45**	
79 P	10.15	8.05	3.01	10.30		6.30	f 7.02		**11.47**	f 4.25	1263.6		6.8 ARENA	60.5		**11.47**		4.37	f 10.56	12.15PM	7.25	
79 P	**10.47**	8.20	3.15	10.52		6.45	f **7.10**		**11.55AM**	f 4.36	1268.9		5.3 ALTAIR	55.2		**11.41**		4.30	f **10.47**	**11.55AM** **11.31**	**7.10**	
77 P	10.57	8.40	3.29	11.07		7.00	f 7.18		12.04PM	f 4.50	1274.5		5.6 MALPAIS	49.6		11.34		4.23	f 10.35	11.10	6.42	
80 P	11.05	8.50	3.39	**11.29**		7.11	f 7 25		12.11	f 5.02	1278.5		4.0 MONUMENT	45.6		**11.29**		4.18	f 10.25	11.00	6.35	
80 WP	11.20	9.10	**4.08**	11.42		7.24	f 7.37		12.22	f 5.25	1285.6	TO	7.1 MT. RILEY	38.5		11.20		**4.08**	f 10.10	10.37	6.20	
80 P	11.32	**9.59**	4.18	11.52AM		7.34	f 7.45		12.30	f 5.45	1291.2		5.6 POTRILLO	32.9		11.13		4.01	f **9.59**	10.25	6.05	
79 FWP	11.50PM	10.18	4.32	12.07PM		7.48	f 7.58		12.42	f 6.10	1299.0		7.8 NORIA	25.1		11.02		3.50	f 9.40	10.01	5.30	
79 P	12.08AM	10.45	**4.49**	12.26		8.05	f 8.11		12.56	f 6.35	1308.9	Automatic Block Signals	9.9 MASTODON	15.2		10.50		3.37	f 9.20	9.41	**4.49**	
44 P	12.25	11.20	5.05	12 43		8.22	f 8.24		1.09	f 7.00	1317.1	TO	8.2 ANAPRA	7.0		10.38		3.24	f 9.01	9.17	4.05	
16 P	12.30	11.25PM	5.10	12.48		8.27	f			f 7.10	1319.1		2.0 BOWEN	5.0					f 8.55	9.10	3.55	
2											1320.1		1.0 BRICK (Spur)	4.0								
I							**8.40**					Double Track	2.8 TOWER 6	1.2					**8.40**			
BK				See No. 11			s 8.45 9.15	s 12.10PM 12.25	s 1.30 1.45	s 7.45	1295.9	TO-R	0.4 EL PASO Union Passenger Depot	0.8	7.00AM s 6.30	s 10.20AM	1.30PM s 1.15	s 3.05 2.50	s 8.25			
I													0.1 TOWER 66	0.7								
WFYBKPC Yard	12.55AM	12.01AM	5.35PM	1.25PM		**8.45AM**	9.25PM	12.35PM	1.55PM	7.55AM	1297.2	TO-R	1.2 EL PASO Octavia Street	− 0.5	6.20AM		1.05PM	2.40PM	s 8.10PM	**8.45AM**	3.30PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Wednesday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(118.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Wednesday Only
	(5.00) 23.66	(7.15) 16.31	(5.10) 22.89	(6.25) 14.33	(1.15) 19.68	(4.35) 25.81	(3.31) 33.27	(0.10) 7.80	(3.15) 36.40	(6.10) 19.18			Time Over District Average speed per hour		(0.10) 7.80	(2.48) 41.78	(0.10) 7.80	(3.13) 36.77	(5.35) 21.18	(7.12) 13.79	(7.15) 16.31	(1.30) 16.40

Westward trains are superior to trains of the same class in the opposite direction: Except No. 2 is superior to No. 7.

Schedule time and train orders apply at passenger station Hachita.
See G. H. & S. A. Ry. Time Table movement Nos. 1, 11 and 12 between Union Passenger Depot and Rio Grande.
See G. H. & S. A. Ry. Time Table movement No. 103 El Paso, Octavia St. and Union Passenger Depot.
Within the limits of El Paso Union Passenger Depot Company's yard employees are subject to rules and regulations of that Company.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To or Beyond	From or Beyond
3	Any Station	Discharge		Hutchinson
103-3	Any Station	Receive	Yuma	
103	Any Station	Discharge		East of El Paso

DOUGLAS SUBDIVISION
CALABASAS BRANCH

EASTWARD — SECOND CLASS | **WESTWARD** — SECOND CLASS

Capacity of Sidings in Car Lengths	168 Mixed Leave Tues. Thurs. Sat.	Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distance from Calabasas	167 Mixed Arrive Mon. Wed. Fri.
WYFP ard		1032.6	TO-R	BENSON 0.4	78.4	
		1033.0		JCT. SWITCH BENSON LINE 0.8	78.0	
		1033.8		N. M. & A. YARD 4.2	77.2	
		1038.0		KENNARD (Spur) 3.4	73.0	
		1041.4		LANDS CROSSING (No Siding) 4.1	69.6	
		1045.5		BIDDLE 4.4	65.5	
		1049.9		CONTENTION (Spur) 2.2	61.1	
PWF	s 3.00PM	1048.2	TO-R	FAIRBANK 0.7	60.0	s 11.45AM
		1051.7		S. P. R. R. CROSSING 5.3	59.3	
	f 3.17	1057.0		BROOKLINE 5.5	54.0	f 11.18
	s 3.34	1062.5		HUACHUCA 11.3	48.5	s 11.02
PW	s 4.10	1073.8		ELGIN 2.2	37.2	s 10.28
	f	1076.0		CANELO 6.1	35.0	f
	s 4.42	1082.1		SONOITA 6.3	28.9	s 10.07
	f	1088.4		ASHBURN (No Siding) 3.6	22.6	f
	f 5.10	1092.0		CRITTENDEN 3.1	19.0	f 9.40
W	s 5.25	1095.1	TO	PATAGONIA 3.2	15.9	s 9.32
		1098.3		FLUX (Spur) 0.3	12.7	f
	f 5.40	1098.6		FARALLON 0.8	12.4	f 9.17
	f 5.44	1099.4		BLOXTON 2.6	11.6	f 9.13
	f 5.53	1102.0		SANFORDS 2.9	9.0	f 9.01
	f	1104.9		FULLERS RANCH (No Siding) 6.1	6.1	f
YP	s 6.35PM	1111.0	R	CALABASAS	0.0	s 8.25AM
	Arrive Tues. Thurs. Sat.			(79.5)		Leave Mon. Wed. Fri.
	(3.35) 16.74			Time Over District Average speed per hour		(3.20) 18.00

Trains 167 and 168 stop on signal at Perrin Trust Ranch House 2.8 miles East of Canelo.

Junction switch of Rio Grande Division at Calabasas will be set and locked for the Tucson Division, Nogales Line.

Junction switch Benson Line set and locked for Benson Junction Line.

HACHITA SUBDIVISION
COCHISE-DOUGLAS BRANCH

EASTWARD — SECOND CLASS | **WESTWARD** — SECOND CLASS

Capacity of Sidings in Car Lengths	170 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distance from El Paso and distance from Cochise	169 Mixed Arrive Tues. Thurs. Sat.
WFYTBKPC	s 8.00AM	1107.0	TO-R	DOUGLAS 11.7	217.1	s 1.00PM
	f 8.30	1111.9		SMALL 7.8	226.8	f 12.25
17	f 9.00	1104.1		McNEAL 5.6	234.6	s 12.01PM
13	f 9.15	1098.5		ELFRIDA (Spur) 1.5	240.2	f 11.30AM
7		1097.0		SPARKS (Spur) 1.8	241.7	
6	f 9.25	1095.2		WEBB (Spur) 2.9	243.5	f 11.15
31 WYP	s 11.15	1092.3	TO-R	KELTON S. P. R. R. Crossing 6.9	246.4 28.4	s 11.00
14	f 11.35AM	1085.4		MIDWAY 5.7	21.5	f 9.40
96 YP	s 12.20PM	1079.7	TO	PEARCE 8.3	15.8	s 9.20
24 WP	f 12.45	1071.4		SERVOSS 7.5	7.5	f 8.25
48 BKFYP	s 1.15PM	1063.9	TO-R	COCHISE	0.0	s 8.00AM
	Arrive Mon. Wed. Fri.			(59.7)		Leave Tues. Thurs. Sat.
	(5.15) 11.37			Time Over District Average speed per hour		(5.00) 11.94

HACHITA SUBDIVISION
COURTLAND BRANCH

EASTWARD — SECOND CLASS | **WESTWARD** — SECOND CLASS

Capacity of Sidings in Car Lengths	178 Mixed Leave Tues. Thurs.	Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distance from El Paso	179 Mixed Arrive Tues. Thurs.
31 WYP	s 9.55AM	1092.3	TO-R	KELTON 2.8	246.4	s 10.30AM
37 Y	f 10.03	1095.4		GLEESON JCT. 1.7	249.2	f 10.22
32 YP	s 10.10AM	1097.1		COURTLAND	250.9	s 10.15AM
	Arrive Tues Thurs			(4.5)		Leave Tues. Thurs.
	(.15) 18.00			Time Over District Average speed per hour		(.15) 18.00

HACHITA SUBDIVISION
GLEESON BRANCH

EASTWARD — SECOND CLASS | **WESTWARD** — SECOND CLASS

Capacity of Sidings in Car Lengths	176 Mixed Leave Mon Wed. Fri	Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distance from Cochise	177 Mixed Arrive Mon. Wed. Fri.
31 WYP	s 9.35AM	1092.3	TO-R	KELTON 3.2	28.4	s 10.15AM
24	f 9.43	1095.5		HOLMES 3.0	31.6	f 10.07
48 YP	s 9.53AM	1098.5		GLEESON	34.6	s 9.58AM
	Arrive Mon. Wed. Fri.			(6.2)		Leave Mon. Wed. Fri
	(.18) 20.66			Time Over Dstrict Average speed per hour		(.17) 21.88

Westward trains are superior to trains of the same class in the opposite direction: Except: No. 178 is superior to No. 179 and No. 176 is superior to No. 177.

HACHITA SUBDIVISION
LORDSBURG-HACHITA, AND CLIFTON BRANCHES

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	174 Mixed Leave Daily	Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distance from El Paso	175 Mixed Arrive Daily
WFYBKFC Yard	s 8.15AM	1206.3	TO-R	HACHITA 6.5	117.8	s 2.40PM
9	f 8.30	1179.2		BAKER (Spur) 10.7	124.3	f 2.15
59 WP	f 8.55	1168.5		BROCKMAN 10.6	135.0	f 1.45
61	f 9.20	1157.9		ROBERT 9.6	145.6	f 1.10
67	f 10.50	1148.3		OIL SIDING 1.0	155.2	f 12.40
		1147.3		S. P. R. R. CROSSING 0.2	156.2	
58		1147.5		NORTH LINE JUNCTION 1.2	156.4	
WPYTBKFC Yard	11.05 s 11.50AM	1148.3	TO-R	LORDSBURG 9.8	157.6	12.01PM s 11.15AM
57	f 12.15PM	1156.2		VEITCH 9.1	165.1	f 10.45
49 P	f 12.35	1165.3		SUMMIT 5.5	174.2	f 10.20
37	f 12.50	1170.8		FOSTER 5.4	179.7	f 9.55
44	f 1.05	1176.2		THOMSON 4.7	185.1	f 9.35
11	f 1.15	1180.9		FRANKLIN 3.4	189.8	f 9.20
83 FWP	s 1.45	1184.3	TO	DUNCAN 2.6	193.2	s 9.10
19	f 1.52	1186.9		FOX 5.7	195.8	f 8.43
63	f 2.07	1192.6		SHELDON 6.5	201.5	f 8.30
48	f 2.27	1199.1		YORK 6.1	208.0	f 8.15
75 WP	f 2.50	1205.2		GUTHRIE 4.6	214.1	f 7.55
35	f 3.05	1209.8		SOUTH SIDING 1.6	218.7	f 7.35
19	f 3.10	1211.4		NORTH SIDING (Spur) 2.8	220.3	f 7.30
49 P	f 4.00	1214.2		SMELTER 2.1	223.1	f 7.15
WTPBKC Yard	s 4.15PM	1216.3	TO-R	CLIFTON	225.2	s 7.00AM
	Arrive Daily			(109.7)		Leave Daily
	(8.00)			Time Over District		(7.40)
	13.71			Average speed per hour		14.30

Movement North Line Junction to Lordsburg station must be made as required by Rule 99, when main track used.
Nos. 174 and 175 stop at Muir, Mile Post 142 for passengers.

HACHITA SUBDIVISION
VALEDON BRANCH

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 4 June 6, 1926 STATIONS	Distance from El Paso
67	1148.3	OIL SIDING 3.2	155.0
	1150.1	SHAKESPEARE 0.6	158.2
	1150.7	LAWRENCE 0.5	158.8
Yard P	1151.2	VALEDON	159.3
		(4.3)	

Yard limits of Oil Siding include Valedon Line.

DOUGLAS SUBDIVISION
TOMBSTONE BRANCH

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	166 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 4 June 6, 1923 STATIONS	Distance from El Paso	165 Mixed Arrive Daily Ex. Sunday
79 FWYPKB	s 12.33PM	1048.2	TO-R	FAIRBANK 9.0	275.9	s 2.27PM
WYC 32	s 1.00PM	1057.5	TO-R	TOMBSTONE	284.9	s 2.00PM
	Arrive Daily Ex. Sunday			(9.0)		Leave Daily Ex. Sunday
	(0.27)			Time Over District		(0.27)
	20.00			Average speed per hour		20.00

EL PASO SUBDIVISION
DEMING-HERMANAS, AND TYRONE BRANCHES

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	172 Mixed Leave Wed. Only	Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distance from El Paso	171 Mixed Arrive Wed. Only
122 WYP	s 8.20AM	1230.9		HERMANAS 9.1	93.2	s 4.45PM
46	f 8.43	1228.7		TOMERLIN 6.2	102.7	f 4.13
4	f 8.58	1222.5		MIDWAY (Spur) 6.0	108.9	f 3.55
31	f 9.12	1216.5		HONDALE (Spur) 10.0	114.9	f 3.40
162 YP		1207.0		NORTH LINE JUNCTION 1.0	124.9	
Yard PWYBKC	9.40 s 9.48	1208.0	TO-R	DEMING 2.6	125.9	3.10 s 2.55
		1206.7		S. P. R. R. CROSSING 0.2	124.6	
	9.58AM	1206.9		WHITNEY JUNCTION 33.3	124.8	2.45PM

Trains be governed by Time Table of the A. T. & S. F. Railway Company, Whitney Jct.—Burro Mtn. Jct.

Capacity of Sidings in Car Lengths	172	Distance from San Francisco		STATIONS	Distance from El Paso	171
Y	11.00AM	1240.2	R	BURRO MTN. JCT. 11.0	158.1	1.20PM
50	11.53AM	1251.2		MILL SPUR 1.5	169.1	12.45
56	s 12.05PM	1252.7	R	TYRONE	170.6	s 12.15PM
	Arrive Wed. Only			(80.9)		Leave Wed. Only
	(3.45)			Time Over District		(4.30)
	21.56			Average speed per hour		17.96

Movement North Line Junction to Deming station must be made as required by Rule 99, when main track used.

DOUGLAS SUBDIVISION
FT. HUACHUCA BRANCH

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	160 Mixed Leave Daily Ex. Sunday	162 Mixed Leave Daily	Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distanco from El Paso	161 Mixed Arrive Daily	159 Mixed Arrive Daily Ex. Sunday
70 KWYP	s 5.24PM	s 1.00PM	1058.8	TO-R	LEWIS SPRINGS 10.1	265.3	s 12.36PM	s 5.05PM
28	f 5.49	f 1.25	1068.9		GARDEN CANON 3.1	275.4	f 12.11	f 4.40
35 YBC	s 5.59PM	s 1.35PM	1072.0	TO-R	FT. HUACHUCA	278.5	s 12.01PM	s 4.30PM
	Arrive Daily Ex. Sunday	Arrive Daily			(13.2)		Leave Daily	Leave Daily Ex. Sunday
	(0.35)	(0.35)			Time Over District		(0.35)	(0.35)
	22.62	22.62			Average speed per hour		22.62	22.62

DOUGLAS SUBDIVISION
BENSON-FAIRBANK BRANCH

EASTWARD — SECOND CLASS | WESTWARD — SECOND CLASS

Capacity of Sidings in Car Lengths	186 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distance from El Paso	185 Mixed Arrive Daily Ex. Sunday
Yard WFYPBK	s 7.30AM	1032.6	TO-R	BENSON 5.5	295.7	s 4.30PM
9	f 7.45	1038.1		ST. DAVID 1.7	290.2	f 3.48
20 P	s 8.40	1039.8	TO	CURTISS 2.6	288.5	s 3.38
13	f 8.50	1042.4		LAND 6.1	285.9	f 3.28
	f	1048.5		CONTENTION (No Siding) 2.1	279.8	f
PY	s 9.10AM	1046.4		BENSON JCT.	277.7	s 3.10PM
	Arrive Daily Ex. Sunday			(18.0)		Leave Daily Ex. Sunday
	(1.40)			Time Over District		(1.20)
	10.80			Average speed per hour		13.50

Apache Powder Co. Spur M. P. 288.7 Nos. 186 and 185 stop for passengers.

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 172 is superior to No. 171, No. 166 is superior to No. 165.

EASTWARD — BOWIE SUBDIVISION — WESTWARD

GLOBE BRANCH

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 4 June 6, 1926	Distance from Bowie	FIRST CLASS		SECOND CLASS
	142 Local Freight	46 Passenger	48 Passenger					47 Passenger	45 Passenger	141 Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
ard WYPFC	8.00AM	s 1.40PM		1098.4	TO-R	BOWIE	0.0	s 12.01PM		5.45PM
ard	8.05			1098.7		0.8 NORTH YARD	0.8			5.40
P	8.25	f 1.58		1107.4		8.7 ESCALA	9.5	f 11.38AM		5.15
P		f 2.07		1112.5		5.1 ARKILL	14.6	f 11.30		
WP	8.55	f 2.16		1117.8		5.3 TANQUE	19.9	f 11.21		4.45
P	9.20	f 2.29		1125.1		7.3 HAECKEL	27.2	f 11.09		4.20
P	9.50	s 2.44		1132.6	TO	7.5 SOLOMON	34.7	s 10.56		4.04
		f		1135.3		2.7 LONE STAR	37.4	f		
WP	10.45	s 2.59		1137.5	TO	2.2 SAFFORD	39.6	s 10.45		2.59
P	11.20AM	s 3.09		1140.6	TO	3.1 THATCHER	42.7	s 10.32		2.15
		f 3.15		1143.1		2.5 CENTRAL	45.2	f 10.25		
YP	12.10PM	s 3.23		1145.6	TO	2.5 PIMA	47.7	s 10.20		1.47
P	12.15	f 3.26		1146.7		1.1 DUBLIN	48.8	f 10.17		1.40
		f 3.31		1148.9		2.2 GLENBAR	51.0	f 10.13		
P	12.30	f 3.39		1153.0		4.1 CORK	55.1	f 10.06		1.25
		f 3.42		1154.8		1.8 ASHURST	56.9	f 10.02		
P	1.10	s 3.52		1159.3	TO	4.5 FT. THOMAS	61.4	s 9.53		1.10
CWFP	1.25	s 4.02		1164.2		4.9 GERONIMO	66.3	s 9.43		12.55
P	1.40	f 4.11		1170.1		5.9 BYLAS	72.2	f 9.32		12.40
P	1.55	f 4.23		1176.8		6.7 CALVA	78.9	f 9.19		12.25
P	2.10	f 4.35		1183.8		7.0 NACHES	85.9	f 9.05		12.05PM
WP	2.25	s 4.51		1190.4	TO	6.6 SAN CARLOS	92.5	s 8.52		11.50AM
P		f 5.05		1197.2		6.8 PERIDOT	99.3	f 8.39		
WP	2.54	s 5.13		1201.0		3.8 RICE	103.1	s 8.32		11.15
P	3.10	f 5.27		1207.8		6.8 REPPY	109.9	f 8.18		10.50
Siding		f 5.31		1209.5		1.7 GILSON	111.6	f 8.14		
WP	3.25	f 5.39		1213.5		4.0 CUTTER	115.6	f 8.06		10.35
P	3.50	f 5.54		1219.3		5.8 PINAL	121.4	f 7.52		10.13
ard BWFTP	4.05PM	s 6.12	s 6.25AM	1221.5	TO-R	2.2 GLOBE	123.6	s 7.40	s 7.21PM	10.00AM
Siding		6.14	6.27	1222.1		0.6 DOMINION	124.2	7.32	7.19	
Siding		s	s	1222.5		0.4 LIBRARY	124.6			
		6.17	6.30	1222.8		0.3 U. G. CO.	124.9	7.29	7.16	
		f 6.19	f 6.32	1224.0		1.2 HAMM	126.1	f 7.27	f 7.14	
				1225.3		1.3 KINGDON	127.4			
		f 6.25	f 6.38	1226.2		0.9 RADIUM	128.3	f 7.21	f 7.08	
		f 6.28	f 6.41	1227.3		1.1 BURCH	129.4	f 7.18	f 7.05	
		f 6.32	f 6.45	1229.3		2.0 KISER	131.4	f 7.14	f 7.01	
		f 6.34	f 6.47	1230.2		0.9 WARRIOR	132.3	f 7.12	f 6.59	
Siding		f 6.36	f 6.49	1231.0		0.8 HILL ST.	133.1	f 7.10	f 6.57	
ard TP		s 6.39PM	s 6.52AM	1231.9	TO-R	0.9 MIAMI	134.0	s 7.07AM	s 6.54PM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(134.00)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(8.05) 15.29	(4.59) 26.88	(0.27) 23.11			Time Over District Average speed per hour		(4.54) 27.34	(0.27) 23.11	(7.45) 15.94

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 46 is superior to No. 45, No. 48 is superior to No. 47

All trains and engines must move on Globe Branch main track, between East switch of North Yard, and passenger station, at Bowie, with caution, expecting to find main track occupied, without flag protection.

EASTWARD — BOWIE SUBDIVISION — WESTWARD

GLOBE BRANCH

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distance from Miami		
Yard WYP		1231.9	TO-R	MIAMI	0.0		
		1233.0		1.1 INSPIRATION JCT.	1.1		
		1234.2		1.2 LIVE OAK	2.3		
				(2.3)			

Inspiration Junction to Tunnel Warehouse: 0.71 miles.
Live Oak Line included in Miami yard limits.

EASTWARD — BOWIE SUBDIVISION — WESTWARD

AMSTER BRANCH

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 4 June 6, 1926 STATIONS	Distanse from Globe		
Yard		1221.5	TO-R	GLOBE	0.0		
16		1220.7		0.8 AMSTER JCT.	0.8		
15		1225.2		4.7 GARDNER	5.5		
15		1225.3		0.1 McGAW	5.6		
12		1225.4		0.1 AMSTER	5.7		
				(5.7)			

McGaw—Derailer on Tracks leading to Right and Left.
Amster Line included in Globe yard limits.

TUCSON { FOLLOWING IS SHOWN IN TUCSON DIVISION TIME TABLE NO 91 AND RIO GRANDE DIVISION TRAIN AND ENGINEMEN WILL BE GOVERNED ACCORDINGLY.

All trains and engines stop before passing over railroad crossing of T. & N. Line and South Line tracks. After stopping, if route is known to be clear, proceed not exceeding 8 miles per hour, complying with Rule 14 (B).

Trains and yard engines must stop and be preceded by a flagman before crossing Congress St., South Yard, Tucson.

Trains and engines must move between South Yard Jct. and South Line Jct. which is all within Tucson yard limits, with caution expecting to find main track occupied without flag protection.

Sufficient hand brakes must be set on west end and east end (not less than 15 and 10 respectively) of all freight trains arriving North Yard, Tucson. These brakes must be set with assistance of brake club after train has stopped in yard and brakes set commencing at west end of train or cut. Anyone releasing any of these brakes will be held responsible to see that there are as many others set to replace them. Sufficient hand brakes must also be set to hold cars in South Yard, Tucson.

EASTWARD — GILA SUBDIVISION — WESTWARD

SOUTH LINE

Car Capacity of Sidings			Distance from San Francisco	Time Table No. 91 April 4, 1926 STATIONS	Distance from El Paso		
P			982.8	SOUTH LINE JCT.	341.9		
				1.7			
PCW Yard			984.5	SOUTH YARD	340.2		
				2.0			
P			986.5	SOUTH LINE CROSSING	338.2		
				2.0			
P 85			988.5	ALDONA	336.2		
				1.9			
P			990.4	SOUTH YARD JCT.	334.3		
				(7.6)			

Two (2) hand brakes must be set on the head and two (2) on the rear end of passenger trains arriving at Tucson, these brakes to be set on cars which are not to be disturbed in switching the train.

Conductors of all trains entering South Yard, will also allow Forms 2809 to accompany their train to South Yard and turned over to Car Inspectors in that yard. If car men not on duty, place form in coupler on the rear end of rear car in train.

The extreme east track, or left hand track, from South Line Junction to South Yard will be used as the main lead in both directions between South Line Junction and South Yard.

Trains using T. & N. main track South Line crossing to North Yard must observe Rule 93.

Rio Grande Division crews delivering train in South Yard will return to North Line Yard via South Line crossing and T. & N. main track.

SPECIAL INSTRUCTIONS.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco.

Davidson, G. D., Co.	El Paso, Texas
Sheldon Jewelry Co.	Phoenix, Ariz.
Cubitto Jewelry Co.	Globe, Ariz.
Phelps-Dodge Mercantile Co.	Douglas, Ariz.
Tossell, W. P., & Sons	Deming, N. M.
Backstein, Ferdinand	Clifton, Ariz.
Gilman, L. L.	Bisbee, Ariz.
Codding, B. S.	Lowell, Ariz.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

RULE 10 (H) and Maintenance of Way **RULE 1015** are amended to read one-half (½) mile instead of one-quarter (¼) mile for distances at which yellow signals are to be placed in advance of track or structure over which speed of train must be restricted.

RULE 14. At junction points when recalling flagman on diverging route use:

Four (4) long and one (1) short sounds of steam whistle to recall flagman from the west.

Five (5) long and one (1) short sounds of steam whistle to recall flagman from the east.

RULE 72. Westward trains, using a section of double track as single track under Form D-S, are superior to trains of the same class in the opposite direction.

RULE 83 (A). Only the trains indicated will register:

Trains originating and terminating at } Benson, Cochise, Deming, Fairbank, Lewis Springs

RULE 83 (B). Trains may register by ticket at open train order office as follows: Mescal, Bisbee Jct. (main line trains).

RULE 83 (C). Extra trains will register by ticket at Mescal.

RULE 83 (D). Trains must obtain a clearance card before leaving Bowie, Deming, Globe; also Calabasas Line trains at Fairbank, and Clifton Line trains at Lordsburg.

RULE 93. YARD LIMITS.—Are defined by yard limit signs at the following stations:

Tucson
Benson
Bowie
Lordsburg
Deming
Fairbank
Lewis Springs
Bisbee
Douglas
Hachita
Columbus
El Paso
Tyrone
Oil Siding
Clifton
Safford
Cutter
Globe
Miami
Bisbee Jct.
Duncan
Curtiss
Mescal

RULE 98. The following railroad crossings and junctions are not interlocked:

Mescal—All trains will approach crossover switches on North and South Lines with caution.

Kelton—All trains will approach with caution.

Fairbank—Gate located on Calabasas Branch at crossing with South Line, west of Fairbank, is locked across Calabasas Branch Line. South Line trains will not stop when gate is in normal position, but will reduce speed to ten miles per hour when approaching and passing over crossing. Calabasas Branch trains will stop, open gate, and proceed with caution, and return gate to normal position.

RULE D-151. Westward trains use No. 1 track, eastward trains use No. 2 track between west switch Mescal, Mile Post 1023, and Puzzle Switch located in front of Yard Office, Tucson Yard.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high.

RULE 820. Enginemen working on territory covered by SP Enginemen's Agreement who have had less than 610 days actual experience as enginemen in freight service, and less than 60 days experience on the division, must not be used in passenger service. When enginemen with less than 610 days experience and less than 60 days service as enginemen on the district, and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle engine next to train, experienced men to handle leading engine.

Enginemen working on territory covered by Agreement former EP&SW System will be governed by Article 28, Sections 8 and 9 of EP&SW Agreement.

RULE 871. This rule is extended to include occupied outfit cars.

RULE 876. Standing air brake tests must be made by freight trains at:

Mescal. (Eastward North Line)
Dragoon
Steins
Sonoita
Amster
Pinal
Cutter
Kelton
Gleeson
Courtland
North Siding moving east
South Siding moving west

RULE 887. Will not apply on heavy grades where necessary to work steam to water column. Helper engines coupled in middle, or rear of train, must be detached from the forward portion of train before taking water.

AUTOMATIC SIGNALS

Signals on the North Line will display indications in the lower quadrant as outlined in book of Operating Rules.

Signals on the South Line and the Lordsburg-Hachita, Clifton and Bisbee Branches will display indications in the upper quadrant as follows:

Home Signals

"Arm extended at right angles to the Signal Mast by day and in addition red light by night indicates STOP."

"Arm extended upward at an angle of 90 degrees by day and in addition green light by night indicates—CLEAR."

Distant Signals

"Arm extended at right angles to the Signal Mast by day and in addition yellow light by night indicates—CAUTION."

"Arm extended upward at an angle of 90 degrees by day and in addition green light by night indicates—CLEAR."

Automatic Signals at Mescal and West

Last paragraph Rule 509 will apply on double track between west switch at Mescal and Tucson, except when trains are running against the current of traffic by train order authority second paragraph of Rule 509, reference to single track operation, must be observed by such trains.

At Mescal signals 10232, 10233, west end, North Line, and 10238, 10239, east end, North Line, and 3014, east end of east crossover, South Line, are single track signals. Signal 3013, east end of east crossover, South Line, signal 3027, west end of west crossover, South Line, and signal 3029, west end of west crossover on the crossover, are double track signals.

When switch at west end of west crossover is lined from South Line to No. 1 track, signal 3027 should clear, and when west crossover switch is lined to No. 1 track, signal 3029 should clear. All trains must approach signals 3027 and 3029 with caution and proceed only when route is known to be clear.

Distant signal 10205 east of Amole and distant signal 3074 west of Catalina have been taken down and discontinued.

Mescal:

End of double track and beginning of North Line single track are at the west switches of sidings on North Line, and east switch of west crossover, at Mile Post 1023. Beginning of South Line single track is at east switch of east crossover. Switch at west end of west crossover, leading to Track No. 1 to be left lined as last used.

Eastward South Line trains will proceed via south siding and east crossover. All North Line trains will proceed via main track if right and schedule permit. Westward South Line trains will proceed via South Line westward main track from east switch of east crossover to west switch of west crossover, observing signal W 3013, at east switch, as double track signal.

Westward North Line trains will take north siding and eastward trains will take south siding, when required to use siding.

Westward trains must not use east crossover and eastward trains must not use west crossover, except by authority of train order or when protected in accordance with Rule 99.

Switch tender, located at east switch of west crossover, will operate switches of crossover and sidings, at that point only.

Trains, on North and South Lines between switches, must proceed with caution, and on the North Line main track, between the east and west switches of sidings, trains must run not to exceed ten miles per hour.

Eastward trains will indicate route by whistle signals as follows:

North Line, ———— o.
South Line, o o ————.

Anapra:

Train order office is at the east end of crossover. This is 950 feet east of east switch of siding on North Line and 1850 feet east of east switch of siding on South Line.

Eastward trains, unless they receive clear train order signal or hand signal given from train order office, will stop to clear initial switch for westward trains at the sidings.

Benson Jct.:

Eastward Benson-Fairbank Branch trains will stop at telephone booth 800 feet west of Benson Jct., before entering block signal circuit, and procure clearance card from the operator at Fairbank, when on duty, before occupying main track, regardless of position of semaphore No. 2776. Trains, moving onto main line, will do so in accordance with Rule 99.

Benson-Fairbank Branch trains, while waiting for main line trains, must not occupy track between block signal limit sign and Benson Jct. switch.

INTERLOCKING

Interlocking signals at Deming, on Deming-Hermanas Branch, and at Lordsburg, on Lordsburg-Hachita Branch, will display indication in the upper quadrant namely: Arm extended upward at angle of 90 degrees by day and in addition green light by night—PROCEED. Arm extended at right angle to mast by day and in addition red light by night—STOP.

There are no caution signals in advance of home signals at Deming, on Deming-Hermanas Branch, and at Lordsburg, on Lordsburg-Hachita Branch.

Deming:

Railroad crossing is approximately one mile west of Deming on North Line. Normal position of signals and derails governing plant are proceed for North Line trains. Instructions, posted in tower, will govern Deming-Hermanas Branch trains. Trainmen will handle levers. If signals are stop for North Line trains, flagman must go ahead at once to examine derails and levers in tower. Normal position of levers 1-5-7-12, for movement on North Line, is reverse position, as indicated by manipulation chart in front of machine. If flagman knows that route is clear, he will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

Interlocking (Contd.)

Lordsburg:

Railroad crossing is approximately one mile west of Lordsburg on North Line. Normal position of signals and derails governing plant are proceed for North Line trains. Instructions, posted in tower, will govern Lordsburg-Hachita Branch trains. Trainmen will handle levers.

If signals are stop for North Line trains, flagman must go ahead at once to examine derails, and levers in tower. Normal position of levers 1-3-7-12, for movement on North Line, is reverse position, as indicated by manipulation chart in front of machine. If flagman knows that route is clear, he will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

Slag:

End of Double track interlocked.
Main track movements in either direction with current of traffic ——.
Main track movements in either direction against current of traffic ——o.

El Paso—Tower 47:

Main track movements in either direction with current of traffic ——.
Main track movements in either direction against current of traffic ——o.
North lead, Eastward o——.
North lead, Westward o o ——.
South lead Eastward —— o ——.
South lead, Westward o o —— ——.
To T. & P. main track —— —— ——.
To T. & P. Transfer —— —— —— ——.
To old E. P. & N. E. Yard o o o ——.
To South Line Yard o —— o.

El Paso—Tower 6:

Main track movements in either direction with current of traffic ——.
Main track movements in either direction against current of traffic ——o.
G. H. & S. A. Union Depot connection, from any direction o o ——.
South Line main track East and West —— —— —— ——.
South Line connection to and from Union Depot —— —— ——.

El Paso—Tower 66:

Main track movements in either direction with current of traffic ——.
Main track movements in either direction against current of traffic ——o.
G. H. & S. A. from any point to Union Depot o o ——.
South Line to and from Union Depot —— —— ——.

AIR BRAKES AND TRAIN INSPECTION.

1 Rule 24 of "Rules and Regulations Governing Air Brakes, etc., effective Jan. 1, 1922," has been changed to read as follows:

When defects in the air brake apparatus develop on either passenger or freight trains between repair stations which cannot be remedied without serious delay, cut out the brake and report on Form 2809 and hand to the car foreman at the first repair station, where repairs must be made or car switched to the rear of all air brake cars. Where more than one defective car is involved, all such cars must be switched together and placed to rear of train as above referred to.

The air brake on rear car of any passenger train must not be cut out unless it is absolutely necessary. If cut out, however, a brakeman must be stationed on such car and the hand brake known to be operative. The law requires that at no time must there be less than 85% of all cars in a train equipped with power brakes and operative.

To cut out a brake, close the cutout cock in the crossover or branch pipe underneath the car and open the release valve in the auxiliary reservoir until all the air escapes, but on all passenger cars leave the drain cocks open.

Do not cut out any brake unless it is absolutely necessary, and when cut out, the Conductor must advise the Engineman.

When cutting out the air brake on a car with LN or UC equipment, close the cutout cock in the branch pipe and bleed all reservoirs. With UC equipment, if defect for which brake is being cut out exists in the foundation brake rigging, simply close the side vented cutout cock in the brake cylinder pipe.

2 Whenever an engineer, either in passenger or freight service places the brake valve in emergency position for the purpose of applying the brake, he will leave it in that position until train stops, irrespective of the fact that the cause for so using it has been removed. This rule should not be confused with the requirement of Rule 34, under which the engineer handles the brake valve after the brake has been applied through some other agency in order to keep the brakes applied.

3 Passenger trains will make running air test as prescribed by Rule 16, of "Rules and Regulations Governing Air Brakes, Etc. effective Jan. 1, 1922," as follows:

NORTH LINE:
Eastward and westward at Mescal and Steins.
Westward at Dragoon.
SOUTH LINE: Westward at Mescal.
GLOBE BRANCH: Eastward and westward at Pinal.

4 Trainmen, making test for defective triple in accordance with Rule 311 of "Rules and Regulations Governing Air Brakes, Etc., effective Jan. 1, 1922," if test is made on grade, will set a sufficient number of hand brakes to secure train.

5 Freight trains on descending grade will make a stop of ten minutes to permit wheels to cool, trainmen will make a careful inspection of all cars, and enginemen will inspect engines:

Vanar
Five minutes at
Strauss
Luzena — Mescal (North Line Eastward)
Cochise or Hado — Pantano — Patagonia
Sibyl — Vail (North and South Lines) — Huachuca

6 Freight train tonnage must not exceed an average of 130 Ms per operative brake: Pinal to Globe, and Pinal to Cutter.

USE OF RETAINERS

10 Trainmen on freight trains will use retainers on grades in accordance Rules 53 and 54, of "Rules and Regulations Governing Air Brakes, etc., effective Jan. 1, 1922," as follows:

Conductor and engineman after consulting may use necessary retainers on train of less than 100 Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack action.

Freight trains, with more than 100 Ms per operative brake, will use 15 to 20 retainers on head end, and with more than 120 Ms per operative brake will use all available retainers:

Mescal to Benson — Steins to Vanar — Sibyl to Benson.

Freight trains will use all available retainers:
Pinal to Cutter — Live Oak to Miami
Pinal to Globe — Amster to Globe.

11 Freight trains, using retainers on any grade of over one percent, will run not to exceed twenty-five miles per hour, and where such grade is more than five miles in length will run not to exceed twenty miles per hour for any one mile of the first three miles.

The above maximum speed restriction will not apply on heavier grades and other locations, where the maximum is otherwise provided.

13 Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air pump, will use fifty percent of retainers Don Luis to Bisbee Junction. Trains, handled by engines not equipped with cross compound air pump, will use all retainers Don Luis to Bisbee Junction and fifty percent of retainers Bisbee Junction to Forrest, if train stops at Forrest. But, if train does not stop at Forrest, train will use fifty percent of retainers from Bisbee Junction to Calumet.

MISCELLANEOUS

16 Helpers will couple ahead of twenty-five percent of tonnage of train; or if all headend cars, just ahead of caboose; or if steel frame caboose, to rear of caboose.

17 Helper must not couple to, or uncouple from train, while train is in motion.

18 Trainmen, handling passenger equipment in freight trains, must place such equipment next to caboose, provided rear end freight cars in train will permit.

Trainmen must place wooden underframe flat cars next to caboose, and not between loads.

20 Engine crews, using coal burning engines, must keep ashpans closed while running, and dump cinders only at water columns or coaling stations, except in case of emergency. Crews dumping cinders must thoroughly wet same with squirt hose and must know that fire is entirely extinguished, before departing, except that, when cinderman is available, such employe will wet cinders and remove from the tracks. At all South Line coal chutes (which are constructed of wood), engines must be moved a safe distance before dumping cinders, to prevent fire.

21 Employes must not move coal dump cars at coal chutes, until they know that hoppers are properly fastened.

23 Trainmen, on passenger trains ascending grades, will inform enginemen of surging motion of train by one long sound of communicating signal and hand or lantern signal. Enginemen will then correct, if possible, by changing method of operating engine.

24 Passenger trains helping freight trains, to avoid doubling of freight trains or to place freight trains on siding, must uncouple passenger engine from passenger equipment, before starting movement.

25 Trains, leaving a stretch of continuously blocked-signaled track, will leave a fusee near the last signal, as it is possible a train is following less than ten minutes. Conductor and enginemen, with a train leaving a stretch of continuously blocked-signaled track, having knowledge from any source whatsoever that the preceding train is less than ten minutes ahead, will space themselves at the last signal in accordance with Rule 91.

27 Trainmen and enginemen must not exchange friendly salute by hand or lantern when meeting or passing trains. Hazard of accident obtains in such practice due to danger of mistaking salute for signal or signal for salute.

28 Passing siding capacity, in car lengths, is computed as follows: Allow for the two distances from points of switches to clearance points by deducting 450 feet from total length of track and divide remaining length by 45 feet (basic length of box car).

29 In left hand margin of timetable, letter "f" designates fuel oil station, letter "c" designates coaling station, and letters "fc" designate both oil and coaling station.

30 Mile Posts South Line: Distance from El Paso. Mile Posts Globe Branch: Distance from Bowie, except Amster Line, distance from Globe. Mile Posts Cochise-Douglas Branch: Distance Cochise to Gleeson and Douglas to Courtland.

EL PASO TERMINAL

35 El Paso Terminal, consisting of the El Paso Division, Texas and Louisiana Lines, and the Rio Grande Division, Pacific Lines, is operated jointly. Eastward North Line trains, moving with current of traffic, may proceed to Pacific Lines Yard, or Eastward South Line trains, moving with current of traffic, may proceed to either the GH&SA Yard or the Pacific Lines Yard via the icehouse crossover and GH&SA track to Tower 6, provided proper routes are lined up through Interlocking plant and they comply with Rule 98 at unprotected crossovers and junctions. Trains, moving with current of traffic in the opposite direction, may proceed under the same conditions.

36 Trains, within El Paso City limits, will run not to exceed twenty miles per hour, and between Tower 66 and Campbell Street not to exceed twelve miles per hour, and over grade crossings not to exceed ten miles per hour.

37 Cross-overs are located as follows: No. 1 three hundred and eighty-three feet west of Union Passenger Depot connection west end Union Passenger Depot yard at tower Six; No. 2, four thousand, four hundred and forty-nine feet west of cross-over No. 1; No. 3, two thousand, five hundred and seventy-six feet west of cross-over No. 2; No. 4, nine hundred and sixty-nine feet west of cross-over No. 3.

What is known as ice house crossover, is track connecting South Line and eastward track of North Line at M. P. 3.2 South Line and M. P. 831.3 North Line.

38 Passenger trains, entering or leaving Union Passenger Depot Yard, will do so with caution. They will use eastward track from Union Passenger Depot Yard connection to crossover No. 1 at Tower 6 on GH&SA Ry. track, and must not exceed 6 miles per hour.

39 Trains, on South Line double track between El Paso Pacific Lines freight yard and Tower 6, will keep to the left. Normal position of switch near Tower 6 is for westward trains, and switch at M. P. Naught for eastward trains.

40 Double track North Line extends from Octavia Street G. H. & S. A. Ry. yard El Paso to east end Rio Grande bridge. On double track North Line between El Paso-Octavia St. G. H. & S. A. Ry. yard and east end of Rio Grande bridge (Slag), trains may run extra moving with current of traffic, without running orders, but must obtain clearance card before commencement of trip if an operator is on duty. Second class and inferior trains and engines may run ahead of first class trains between these points without train order authority but must not occupy main track when it will cause delay to a first class train. Movements against current of traffic, or on single track, between these points must be made only under flag protection.

SPECIAL INSTRUCTIONS—Continued.

41 Westward trains from El Paso Freight yard (Octavia Street) will use eastward track from connection at Mesa Ave. to Santa Fe Street cross-over.

42 The G. H. & S. A. Ry. connection with the A. T. & S. F. Ry. crosses the west lead of the Union Passenger Depot tracks. Trains must know that this crossing is clear before using it.

Eastward trains must approach A. T. & S. F. Ry. transfer switch, opposite Union Passenger Depot, with caution, expecting to find yard engine occupying eastward main track, between A. T. & S. F. Ry. transfer switch and cross-over at east end of Union Passenger Depot yard.

43 Trainmen, on trains entering El Paso Terminal, on both the GH&SA Ry. and the South Line, will remain on top of train in their proper position, until train clears Campbell Street.

44 Yard engine will take passenger equipment from train No. 8 at west end of double track and place same at Union Passenger Depot. Freight equipment will not pass through Union Passenger Depot Yard.

Yard engine will take passenger equipment for train No. 7, from Union Passenger Depot, and place same on rear of train at end of double track.

45 South Line is not equipped with highway crossing gates at El Paso. Trains will flag crossings at El Paso, Santa Fe, Oregon, Mesa, Stanton, Kansas and Campbell streets, sending flagmen ahead before crossing. Speed of trains over crossings is ten miles per hour in El Paso city limits to comply with City Ordinance.

Engines handling back-up equipment or yard engines handling passenger or freight equipment, or any train or engine other than trains heading in or out of El Paso, will make stop before crossing Oregon and Stanton streets, sending flagmen ahead and will not proceed until signal is given by flagman.

El Paso yardmen will flag the following crossings when using track between East Yard and International Brick Company, which is located on what is known as "River Track":

Dallas Street Crossing —Eastward
Basset Avenue —Eastward and Westward
Magoffin Avenue —Eastward and Westward
Myrtle Avenue —Eastward and Westward
Texas Street —Eastward and Westward
East San Antonio Street—Eastward and Westward

DERAILERS IN MAIN TRACK

50 Globe and Amster Branches—Live Oak and McGaw.
Derailers on sidings and spurs indicated by sign attached to switch stand.

NORTH LINE

51 Restrictions on use of locomotives in yard tracks are as follows:

Benson —Engines larger than consolidation class will not use following tracks:
  South house track east of road crossing.
  Switch off scale track to wye.
  Oil spur.
  EP&SW yard and wye.
  NM&A Main track, wye track and yards tracks. Except that in case of emergency, 2-10-2 Mt. and Mikado class engines may turn on NM&A wye, provided they head onto east leg of wye, and make backup moves on old NM&A main track and west leg of wye. This means that only engines headed west can use wye to turn.

Cochise—Engines larger than consolidation will not use ore platform track.

Willcox—Engines must be kept off spur track leading from stock track.

Bowie —Engines must be kept off oil spur east of west end of pump house.
  Engines larger than consolidation class must not exceed six (6) miles per hour over 50-pound rail in North Yard.

Steins —Crusher tracks cannot be used.

Deming—Engines larger than consolidation must not use Continental Oil spur.
  2-10-2 and Mt. class engines will not use following tracks: Team No. 2, wye and those tracks south of yard track No. 5. They must not exceed six (6) miles per hour when using any other track at Deming except Main track.
  Old EP&SW wye connecting EP&SW with AT&SF cannot be used.

Lordsburg—A and N M wye cannot be used.

52 Helper engines, when cut in train Mescal to Benson, will not work steam except to assist in starting train; except that they may work steam approaching Chamiso to avoid slack action.

Helper engines must shove trains over Mescal summit before shutting off.

54 Automatic block signal 9846 Nogales Branch near T. & N. R. R. Junction, Tucson, will indicate proceed when switches are lined up for movement from Nogales Branch to westward Main Track.

55 Westward trains, except first class, must not pass crossover switch near automatic home signal 9851 east end Tuscon Yard, without proceed signal from yardman.

56 Trains and yard engines, entering the Tucson Passenger Station Yard from T&N Line, except yard engines making up trains, must stop at car sheds, and not proceed until a proceed signal has been received from yardman. Other trains and engines must not pass through the Puzzle Switch located opposite yard office without receiving a signal from yardman.

57 Trainmen, on passenger trains arriving at Tucson, must set at least two hand brakes on head end and two hand brakes on rear end, on cars which will not be disturbed in switching the trains.

58 Trainmen, on freight trains arriving Tucson, must set at least fifteen hand brakes on west end and ten on east end, using brake clubs and setting brakes after train has stopped in yard. Employes, releasing any of these brakes, will be held responsible for the setting of an equal number of brakes to replace those released.

60 Freight trains, using north siding Mescal when trains 1 and 2 are due, must cut passageway of sufficient length for safety to allow passengers to cross to board passenger trains.

62 Trainmen, on westward trains using the south siding Benson, will set sufficient hand brakes on rear of train to hold slack, until the engine takes slack when starting.

63 Engines, with westward freight trains, at Benson, will not proceed beyond home signal in middle of yard, for the purpose of taking water at water column, unless it is known that an eastward train is not moving on main track. Westward trains must give eastward trains ample room account heavy grade.

64 West end of Track No. 2 at Benson, or the extension, must be left clear for helper movements.

68 Roundhouse lead switch at Bowie yard must be left lined for the lead at all times when not in use.

69 Trains on siding must not block Bowie coal chute. Engines, arriving on main or branch line, will proceed to coal chute for coaling and fire cleaning, and will return to train or proceed to roundhouse track, immediately after coaling and cleaning is done.

72 Westward trains doubling into Steins will leave head portion on siding, and see that derail is in normal position.

74 When eastward trains hold main track at Lordsburg the derailer at east switch must be left in normal position unless engine returns to train.

76 An underground air connection, across Gold Avenue at Deming, is in service so that trains can retain air pressure in brake pipe while crossing is cut.

77 House Track at Deming must be kept clear between east switch and Gold Ave.

78 Trainmen must leave a space of at least two cars on Interchange track opposite water column near coal chute Deming, to permit cinderman to move cinders from main track to cinder pit.

82 Water column at Akela must be turned toward the east after taking water to lessen possibility of wind blowing spout across the track.

85 When mail clerks on Trains Nos. 1 and 104 have bulky or fragile parcel post to put off at Aden, train will stop at mail crane, 1200 feet west of station building.

86 Trainmen, with cars or engine rounding curve on Brickland Spur, must not get off or on cars or engine, or hang on or lean from sides of cars or engine, on inside of curves, account of projecting rocks and bridge pier.

SOUTH LINE

90 Restrictions on use of locomotives in yards and sidings are as follows:

Engines, larger than consolidation class, can not use following tracks, account curvature:

Lewis Springs—West leg of wye.
Naco —Old wye spur.
Bisbee Jct. —Crossover between ore track and Bisbee Pocket.

Consolidation and larger engines must not exceed six (6) miles per hour in the A&NM yard at Hachita.

91 Westward trains must not take more water at Cazador, than needed to make Douglas. Trains in both directions must not take more water at Antelope than needed to make next water station.

93 Highway crossing two hundred feet east of station at Marsh must be kept open.

96 Train Number Four will exchange mail at Fairbank, making stop if necessary.

97 Counterbalance arm on oil column Fairbank will not clear man on side of car when in position to take oil.

Trains must not take oil on siding while trains are passing on main track, or take oil on main track when trains are using siding.

98 Train crews and other employes must keep Hereford siding extension clear for trains meeting and passing, except when loading stock or loading and unloading company material.

100 Trains setting out cars on North Siding Naco leave an opening of about five car lengths in each direction from the Main highway road crossing, and also from the second crossing east of Naco passenger station.

101 Trains will not occupy the Ore Track at Bisbee Junction during the time that the Ore Train is working between Bisbee Junction and Don Luis.

103 The loading bin on Paul's Spur will not clear man on top or side of car, and will not clear box car or locomotive.

105 Train order office at Douglas is in Yard Office at 17th Street.

106 Trains except first-class, must move with caution between Douglas and West Switch Calumet and look out for yard engines occupying main track.

107 Flagman will precede engine and flag crossings in Douglas as follows:

All street crossings on Queen track.
On Nacozari lead, Park crossings just east of 14th Street, 14th Street crossing, and both crossings of 16th Street when bell is inoperative.
Crossing on No. 1 track, lead to acid loading station and crossing on No. 2 track, lead to calcine or miscellaneous track, at C&A smelter.

113 No. 103 will reduce speed to permit express messenger to put off newspaper shipments at the following points:

Noria, Mount Riley, Malpais, Victorio, Chiricahua.

114 Trains switching Pelea Sand Spur will hold on to at least fifteen cars to avoid engine being put on sharp curve.

116 2-10-2 and MT type engines will not exceed ten miles per hour over Rio Grande bridge. It is desired that these engines not be doubleheaded over the bridge but when actually necessary they can be so operated at speed of ten miles per hour for passenger and freight.

117 Reduce speed and keep lookout for drifted sand and caving banks Rio Grande Tunnel and Mastadon.

BENSON-FAIRBANK BRANCH

119 Trains switching at the Apache Powder Company's plant must observe following precautions:

Crews must keep a sharp lookout for vehicles, and movements must not exceed 6 miles per hour over crossings.
Engines will whistle and sound bell for crossing near Apache Powder Co. office.
Flagman will precede engine or cars over main highway crossing, just beyond main line switch leading into plant.

CALABASAS BRANCH

121 The following bridges are present standard:

1045C	San Pedro	1st Crossing	1099F	Sonoita	9th Crossing
1054C	Babacomari	2nd Crossing	1100A	Sonoita	10th Crossing
1095C	Sonoita	4th Crossing	1103B	Sonoita	11th Crossing
1096E	Sonoita	5th Crossing	1110A	Sonoita	14th Crossing

The following are light capacity and loading is limited to cars of 100,000 pounds capacity with their usual loads and locomotives as follows:

Eight Wheel Engines with not more than 70,000 pounds on drivers.
Ten Wheel and Mogul engines with not more than 100,000 pounds on drivers.
Twelve Wheel and Consolidation Engines with not more than 125,000 pounds on drivers.

1051C	San Pedro	2nd Crossing	1097E	Sonoita	7th Crossing
1055D	Babacomari	3rd Crossing	1098A	Sonoita	8th Crossing
1067B	Babacomari	4th Crossing	1104D	Sonoita	12th Crossing
1085A	Sonoita	1st Crossing	1108C	Sonoita	13th Crossing
1097B	Sonoita	6th Crossing			

The loads specified above are all that will be permitted.

122 P. F. E. cars, oil cars of over 7500 gallon capacity, furniture cars, automobile cars, coke racks, or cars of over 42 feet in length, will not be handled between Sonoita and Calabasas without special authority in each case.

Such cars offered for movement will be set out and chief dispatcher advised. Low cars will not be accepted weighing over 161,000 lbs. gross.

BISBEE BRANCH

124 2-10-2 and Mikado type engines must not use tracks in the Bisbee District, east of Don Luis. Such engines, using tracks in Don Luis Yard or wye at Don Luis, must not exceed six miles per hour.

125 Employes will keep both east and west wye switches at Don Luis lined for Don Luis Yard.

126 Engines should not push trains between Bisbee Junction and Don Luis, unless absolutely necessary.

127 Cars or trains must not block track No. 1 Don Luis.

128 Road engines must not take water at Don Luis. Engines making side trip to Don Luis must take full tank of water before leaving Bisbee Junction.

COCHISE-DOUGLAS BRANCH

131 Overhead ore unloading tipple, spur track Holmes, will not clear man n side or top of cars.

Engines and high cars must not pass under this tipple.

132 Trains flag road crossings east of Germania shaft and street crossings n Humboldt Line at Courtland.

133 Consolidation engines, larger than C-18 Class, must not use mine racks at Pearce, Gleeson and Courtland.

Trains will not exceed 10 miles per hour through connection between P&SW and AE tracks at Kelton.

GLOBE BRANCH

135 Train crews must use care at Live Oak and on Amster Branch, account eavy grade and impaired clearance.

136 Freight trains must not head into tracks of West Yard, Globe.

137 Train crews will use back-up hose when delivering cars to O. D. Co. ansfer.

138 Trains will stop at Solwico crossing; flagman precede train and flag ossing.

139 Eastward trains will stop at Library, clear of public road crossing, ccount obscure view.

140 Flagman will precede train or engine and flag crossings, before train engine crosses, at Mills Street, Latham Boulevard and junction of Adonis nd Keystone Avenues, Miami.

Train or engine, approaching these streets, will reduce speed to permit agman to perform above duties, without stopping train, if possible.

CLIFTON BRANCH

143 Engines will take a full tank of water at Guthrie. Engines out of Clifton will be given sufficient water to reach Guthrie.

144 Tunnels between Clifton and M. P. 223.3 are numbered 1 to 6, con-ecutively, from Clifton. Trains will approach Tunnel No. 6 with caution.

145 Three rail tracks between west terminus Clifton yard and Smelter. Coronado trains will protect against Southern Pacific trains.

146 Engines, using main lead in lower yard at Smelter, will sound whistle when approaching crossings, at both east and west end of converter building.

147 Eastward passenger trains will stop at Center Street, Clifton, to discharge passengers, when requested to do so by such passengers. Westward ains will not stop at this point.

TYRONE BRANCH

150 Train crews must use care account heavy grade and impaired clearance.

151 Trolley wires over tracks leading to mine at Tyrone, and poles sup-orting trolley wires, extend from a point 500 feet east of coal track, eastward mine, do not clear man on top or sides of car. Tracks leading to mine, witch back, and lumber track can not be used. Track under ore bin can not e used by locomotives and box cars. Switching movements on tracks under rolley wires must not exceed six (6) miles per hour.

152 Due to heavy grade at Tyrone, crews will not place cars on house rack between freight house platform and house track switch, nor on team rack between a point 200 feet from end of track and team track switch, the atter point being designated by a white post.

153 Shed covering concentrator filter located on scale track lower side of ill at Tyrone, will not clear a man on top of car.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

SPEED RESTRICTIONS

Maximum speed of passenger trains is 60 miles per hour, and freight and mixed trains 35 miles per hour subject to restrictions as shown elsewhere.

Pages	Between	Passenger	Freight or Mixed	Engines or Motor Cars Backing	Motors or Engines Backing thru Yards and over Highway Crossings
7-8	Chiricahua-El Paso	60	35	20	10
4-5	Lordsburg-Strauss	60	35	20	10
2-3	Tucson-Lordsburg	50	35	20	10
4-5	Strauss-Rio Grande	50	35	20	10
6-7	Mescal-Chiricahua	50	35	20	10
10	Benson Jct.-Benson	25	25	15	10
10	Tombstone-Fairbank	20	20	15	10
10	Ft. Huachuca-Lewis Spgs	25	25	15	10
9	Benson-Patagonia	35	25	15	10
9	Patagonia-Calabasas	35	20	15	10
7	Bisbee-Bisbee Jct.	30	20	15	10
6	Corta-Lowell	20	20	15	10
9	Cochise-Douglas	25	25	15	10
10	Hachita-Clifton	40	30	15	10
10	Hermanas-Deming	30	25	15	10
10	Burro Mtn. Jct.-Tyrone	20	20	15	10
11	Bowie-Miami	40	30	20	10
	Interlocking Limits, Lordsburg and Deming	30	30	15	10
	Cross-overs and turn-outs	8	8	8	8

SPEED OF LIGHT ENGINES	Running Forward	Running Backward
Mogul	45	20
Mikado	40	20
Mountain	50	20
Consolidation—Class C-18 and C-19	40	20
Consolidation—Class C-20, C-21, C-22, and C-23	35	20
2-10-2 Type	35	20

Passenger trains must not exceed 40 miles per hour on curves of six degrees, and 30 miles per hour on curves of 7 to 10 degrees.

Engines, running light, must not exceed freight train speed, unless otherwise directed.

Engines, pushing cars ahead, must not exceed 20 miles per hour.

Yard engines, in service, must not exceed 20 miles per hour.

Freight trains eastward out of Mescal, Don Luis and Pinal, and westward out of Steins, Dragoon, Mescal and Pinal, will not run to exceed twenty miles per hour for any one mile of the first three miles.

Relief trains, with steam derricks, must not exceed 25 miles per hour on tangent track, and will observe other speed restrictions for freight trains.

Trains handling loaded ore dump cars, must not exceed 25 miles per hour.

TW-3, 2-10-2 Type F1, F3, F4 and F5, Consolidation, and Mikado class engines must not be used in passenger service, except in case of emergency. When so used, TW-3 and 2-10-2 class Type F3, F4 and F5 must not exceed freight train speed, and 2-10-2 class Type F1, Consolidation and Mikado class engines must not exceed 45 miles per hour.

Passenger trains will run not to exceed 35 miles per hour and freight trains not to exceed 25 miles per hour over connections at Anapra and South Yard Junction.

Engines, larger than P-12, will not exceed 20 miles per hour on branch lines.

NORTH LINE

Reduce Speed Between	Passenger	Freight
600 feet west of Mile Post 1004 and 1010E	30	20
Pantano and 1013E	30	20
1016D and 1018B	30	20
900 feet east 1020C and 1020E	45	30
1030G and 1031B	30	20
1036E and Mile Post 1040	30	20
500 feet west of 1044C and 1045B	30	20
East switch Ochoa and 1048C	40	30
1050D to 1050E	40	30
Mile Post 1069 and 1079	35	25
1122C and 500 feet east	30	20
1124C and Steins	30	20
1283A and 1284B	40	30
Mile Post 1287 and 2000 feet east	45	30
1291D and 1292C	45	30
Tucson Yard	15	10
Benson Yard	15	10
Willcox	30	30
Bowie Yard (east switch of train yard)	15	10
Lordsburg (east switch of train yard)	15	10
Deming Yard, over street crossings	8	8
Brickland Spur	8	8
Eastward trains over Brickland switch	20	20
SOUTH LINE		
West switch, Naco	20	20
Trains using switch to yard, Naco	6	6
Approaches to and Crook Tunnel	25	15
16th Street and Cochise Line switch Douglas	15	15
Douglas passenger station and 16th street	10	10
Approaches to and Rio Grande Tunnel M. P. 3	15	15
Rio Grande Bridge, M. P. 3	10	10
MP 5 and 10, 5 degree curves	40	25
" 31 and 32, 5 degree curve	40	25
" 40 and 41, 5 degree curves	40	25
" 93 and 94, 5 degree curve	40	25
" 94 and 95, 5 degree curve	40	25
" 156 and 160, 5 degree curves	40	25
" 179 and 209, 5 and 6 degree curves	40	25
" 230 and 234, 5 and 6 degree curves	40	25
" 242 and 244, 5 degree curve	40	25
" 270 and 271, 7 degree curve	35	25
GLOBE BRANCH		
M. P. 32.6 and 32.8	40	25
City Limits, Safford and Pima	15	10
M. P. 90.6 and 91.1	20	20
M. P. 91.9 and 92.3	30	20
M. P. 93.2 and 93.5, 94.5 and 94.8, M. P. 108.2 and 108.6	40	25
M. P. 108.9 and 109.7	30	20
M. P. 118.0 and Globe East City Limit	30	20
Broad Street Crossing and Passenger Station, Globe	6	6
O. D. High Line	10	10
Globe and Amster	15	15
M. P. 125.7 and 126.0	40	25
M. P. 126.5 and 128.2	30	20
M. P. 128.2 and 128.6	40	25
M. P. 129.2 and 129.5	30	20
M. P. 131.3 and 131.7	40	25
Miami Yard Limits and Live Oak	15	15
CLIFTON BRANCH		
Clifton and MP 211.3	20	20
MP 211.3 and Duncan	30	25
Duncan and Hachita	40	30
Curves between MP 202, 202.5, MP 204.3 and 204.4	20	20
Curves between MP 206.6 and 207.4 (York Canyon)	20	20
Gila River Bridge	10	10
Smelter and Clifton eastward, Oil Siding and Valedon	15	15
BISBEE BRANCH		
East leg of wye Bisbee Jct.	10	10
Naco Highway, Don Luis North and east legs of wye	5	5
Lowell and Corta	20	20
Corta and Bisbee Jct. Ore Train		18
CALABASAS BRANCH		
Shoofly between 1047B and 1047C	15	15
Mile Post 1053 and 1055B	20	20
1085A and Mile Post 1088	20	20
1097E and 1200 feet east MP 1109	20	15
1099 and 1101 with caution account rocks falling		

LOCOMOTIVES TO BE USED ON BRANCH LINES ARE AS FOLLOWS:

Ft. Huachuca Branch	C-18 class and lighter engines.
Tombstone Branch	C-18 class and lighter engines.
Cochise-Douglas Branch	C- 8 class and lighter engines.
Globe Branch	C- 8 class and lighter engines.
Clifton Branch	C-18 class and lighter engines.
Tyrone Branch	C-18 class and lighter engines.
Benson-Fairbank Branch	C- 8 class and lighter engines.
Deming-Hermanas Branch	C- 8 class and lighter engines.
Lordsburg-Hachita Branch	MK-8 class and lighter engines.
Calabasas Branch	Eight wheel engines with not more than 70,000 pounds on drivers. Ten wheel and Mogul engines with not more than 100,000 pounds on drivers. Twelve wheel and consolidation engines with not more than 125,000 pounds on drivers.

Exception: In case of detoured business heavier engines may run not to exceed 20 miles per hour over Deming-Hermanas and Lordsburg-Hachita Branches.

MAXIMUM SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure in Pounds
A-1	3000 to 3009	63	45120
A-2	3022	64	44500
F-2	3600	45	45200
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140
MK-4	3216 to 3230, 3232 to 3235	49	45560
MM-2	4200 to 4211	56	46300
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740
T-6	2197, 2208	45	24110
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2330, 2342, 2343, 2352	54	46220
TW-2	2946, 2948 to 2953	43	25860
TW-4	2926 to 2931	44	26000
P-11	3100 to 3109	61	39350
C-18	3400 to 3409	51	31780
C-19	3410 to 3426	54	32290
C-20-21	3440, 3444, 3445, 3449	51	36100
C-22-23	3450, 3451, 3452, 3469	55	36180
MK-7-8-9	3300, 3309, 3310, 3314, 3315, 3324	57	46200
F-4-5	3668 to 3717, 3718 to 3763	40	45910

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS

Kind of Car	Average Weights—Lbs.		
	Wood	Steel	Steel Underframe
Baggage	75,800	96,200	
" (Dynamo)		101,400	
Baggage and Mail	78,800	124,900-69″ 97,800-60″	86,100
Baggage and Passenger Club	66,800	135,300	121,400
" (Dynamo)		145,700	
Business	114,200	178,500	141,600
Chair	84,300	99,200	
Coaches	75,300	101,200	
Dining	130,600	150,400	143,400
Horse Express	96,200		
Observation	121,700		128,100
Postal		113,800-60″	
"		71,800-40″	
Tea and Silk	48,000		

DISTRICT	Ruling Grades and Curves		
	Per Cent Grade	Degrees Curve	Equivalent Grade
Tucson to Lordsburg	1.40	10.00	1.43
Lordsburg to El Paso	1.00	5.00	1.20
Benson to Nogales	1.20	10 00	1 20
El Paso to Lordsburg	0.60	5.00	0.60
Lordsburg to Tucson	1.40	10.00	1.40
Nogales to Benson	1.42	10.00	1.40
Tucson to Douglas	1.00	7.00	1.00
Douglas to Hachita	1.00	6.00	1.00
Hachita to El Paso	1.00	5.00	1.00
El Paso to Hachita	1.00	5.00	1.00
Hachita to Douglas	1.00	6.00	1.00
Douglas to Tucson	1.00	7.00	1.00
Fairbank to Tombstone	2.50	8.00	2.50
Lewis Springs to Fort Huachuca	2.86	7.30	2.86
Bisbee Jct. to Bisbee	2.50	10.00	2.50
Douglas to Cochise	1.50	9.00	1.50
Cochise to Douglas	0.65	9.00	0.65
Hachita to Clifton	1.95	15.00	2.56
Clifton to Hachita	1.98	15.00	2.40
Bowie to Globe	2.20	8.00	2.20
Globe to Miami	1.40	10.00	1.40
Miami to Globe	2.00	10.00	2.00
Globe to Bowie	2.30	8.00	2.30
Hermanas to Tyrone	2.00	10.00	2.00
Tyrone to Hermanas	0.90	10.00	0.90

Location	Physicians and Surgeons Names	Title
Tucson	Dr. C. A. Thomas	Division Surgeon.
Tucson	Dr. S. C. Davis	Division Surgeon.
Tucson	Dr. J. B. Littlefield	Assistant Surgeon.
Tucson	Dr. M. C. Comer	Oculist and Aurist.
Tucson	Dr. T. H. Cates	Assistant Oculist and Aurist.
Tucson	Dr. H. W. Fenner	Consulting Surgeon.
Benson	Dr. J. N. Morrison	District Surgeon.
Benson	Dr. R. E. Yellott	District Surgeon.
Cochise	Dr. J. B. Ellis	District Surgeon.
Pearce	Dr. Wm. Wood	District Surgeon.
Willcox	Dr. J. C. Wilson	District Surgeon.
Willcox	Dr. B. E. Briscoe	Assistant District Surgeon.
Bowie(No Surgeon	Bowie Drug Co.	Authorized First Aid.
Safford	Dr. J. N. Stratton	District Surgeon.
Pima	Dr. R. C. Dryden	District Surgeon.
San Carlos	Dr. C. H. Sawyer	District Surgeon.
Globe	Dr. Clarence Gunter	District Surgeon.
Globe	Dr. R. D. Kennedy	Assistant District Surgeon.
Globe	Dr. W. A. Holt	Consulting Surgeon.
Globe	Dr. B. G. Fox	Anesthetist.
Miami	Dr. C. M. Cron	District Surgeon.
Miami	Dr. J. E. Bacon	Assistant District Surgeon.
Miami	Dr. L. S. Wood	Oculist and Aurist.
San Simon	Dr. M. L. Alexander	District Surgeon.
Lordsburg	Dr. M. M. Crocker	District Surgeon.
Lordsburg	Dr. E. C. DeMoss	Assistant District Surgeon.
Lordsburg	Dr. C. P. Austin	Assistant District Surgeon.
Duncan	Dr. J. H. Briley	District Surgeon.
Clifton	Dr. E. R. Cox	District Surgeon.
Deming	Dr. F. D. Vickers	District Surgeon.
Deming	Dr. J. G. Moir	Assistant District Surgeon.
Tyrone	Dr. Carl Hagan (Silver City)	Emergency Surgeon.
El Paso	Dr. R. L. Ramey	Division Surgeon.
El Paso	Dr. J. M. Richmond	Assistant Division Surgeon.
El Paso	Dr. S. F. King	Assistant Surgeon.
El Paso	Dr. H. H. Varner	Assistant Surgeon.
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon.
El Paso	Dr. J. M. Britton	Oculist and Aurist.
El Paso	Dr. F. S. Schuster	Assistant Oculist and Aurist.
El Paso	Dr. W. L. Brown (Service limited to consultation with Division Surgeon.)	Consulting Surgeon.
Columbus	Dr. L. S. Johnston	District Surgeon.
Columbus	Dr. S. S. Warren	Assistant District Surgeon.
Hachita	Dr. E. J. Thornberry	District Surgeon.
Douglas	Dr. L. J. Tuttle	District Surgeon.
Douglas	Dr. N. V. Alessi	Assistant District Surgeon.
Douglas	Dr. Geo. M. Dunne	Assistant District Surgeon.
Douglas	Dr. M. L. Downs	Oculist and Aurist.
Bisbee	Dr. G. A. Bridge	District Surgeon.
Bisbee	Dr. H. J. French	Assistant District Surgeon.
Bisbee	Dr. A. E. Cruthirds	Oculist and Aurist.
Naco	Dr. B. C. Tarbell	District Surgeon.
Tombstone	Dr. H. H. Hugart	District Surgeon.

MILEAGE MAIN LINE AND BRANCHES

Tucson to El Paso	S. P. R. R.	306.92	
	G. H. & S. A. Ry.	2.92	
Tucson to El Paso	E. P. & S. W. R. R.	333.34	
	E. P. & S. W. R. R. of Texas	4.69	
	E. P. & N. E. R. R.	.08	647.95
Polvo to South Yard Jct.	S. P. R. R.	2.20	
	E. P. & S. W. R. R.	.14	2.34
Total Main Lines			650.29
	Branches.		
Amster	AERR—Amster Jct. to Amster		4.88
Benson-Fairbank	SPRR—Benson Jct., Nogales Branch to Benson, Initial Point EP&SWRR	.01	
	EP&SWRR—Benson, Initial Point EP&SW RR to Benson Jct.	17.56	17.57
Bisbee	EP&SWRR—Bisbee Jct. to Bisbee		8.03
Bisbee-Lowell Cutoff	EP&SWRR—Corta to Lowell via Warren		3.12
Calabasas	SPRR—Benson to Initial Point NM&ARR	.65	
	NM&ARR—Initial Point NM&ARR to Calabasas	78.40	79.05
Clifton	SPRR—Lordsburg to Initial Point A&NM RY	.03	
	A&NM Ry—Initial Point A&NMRR to Clifton	70.77	70.80
Cochise-Douglas	SPRR—Cochise to Initial Point AERR	.04	
	AERR—Initial Point AERR to Kelton	28.55	
	EP&SWRR—Kelton to Douglas	30.38	58.97
Commonwealth	AERR—Pearce to Commonwealth Mill		1.33
Courtland	EP&SWRR—Kelton to Courtland		4.60
Deming-Hermanas	SPRR—Deming to Initial Point EP&SWRR	.07	
	EP&SWRR—Initial Point EP&SWRR to Hermanas	32.39	32.46
Fort Huachuca	EP&SWRR—Lewis Springs to Fort Huachuca		14.30
Gleeson	AERR—Kelton to Gleeson		6.81
Globe	AERR—Bowie to Live Oak		136.08
Lordsburg	A&NM Ry—Lordsburg to Hachita		38.53
Tombstone	EP&SWRR—Fairbank to Tombstone		9.94
Tyrone	AT&SF Ry—Deming to Burro Mountain Jct.	33.65	
	B Mt RR—Burro Mountain Jct. to Tyrone	13.09	46.74
Valedon	A&NM Ry—Oil Siding to Valedon		3.66
Total Branches			536.87
Total Rio Grande Division			1,187.16

Mile Post	DESCRIPTION	
	North Line	
1033.6	Bridge over San Pedro River	Overhead
1114.2	Water Tank Spout, San Simon	Overhead and Side
1168.0	Water Tank Spout, Separ	Overhead and Side
1188.5	Water Tank Spout, Gage main track and siding	Overhead and Side
1233.9	Water Tank Spout, Cambray	Overhead and Side
1291.9	Brickland Spur	Overhead and Side
	South Line	
997.8	(Water Crane (main track), Rita	Side
	(Water Crane (siding), Rita	Side
1012.9	Water Crane, Marsh	Side
1012.9	(Coal Chute (main track)	Side
	Coal Chute (coal track), Marsh	Side
1012.9	House Track Platform (house track), Marsh	Side
1012.9	Stock Pen Platform (from house track), Marsh	Side
1024.5	Stock Chute Platform, Siding Miramonte	Side
1028.6	Water Crane, Main and Siding, Whetstone	Side
1048.2	Water Crane, Main and Siding, Fairbank	Side
1048.2	Water Filling Stands, Siding and Water Track, Fairbank	Side
1048.2	Freight Platform, Fairbank	Side
1069.0	Water Crane (main track and siding), Hereford	Side
1069.0	House Track Platform (house track), 4 ft. 2 in. high, Hereford	Side
1069.0	Stock Pen Platform, 4 ft. 2 in. high, Hereford	Side
1080.9	Freight House Platform (spur track to Naco, Mex), Naco	Side
1080.9	Stock Pen Platform (spur track to Naco, Mex.), Naco	Side
1085.0	Water Crane (main track and siding), Bisbee Jct.	Side
1085.0	Depressed Cinder Track Platform (9 ft. high), Bisbee Jct.	Side
1085.0	Old Pump House (coal track), Bisbee Jct.	Side
1085.0	Coal Chute (main and coal track), Bisbee Jct.	Side
1085.0	Coal Bin (coal track), Bisbee Jct.	Side
1089.0	Crook Tunnel 960 ft. long	Overhead and Side
1096.9	Water Column (Main and siding), Forrest	Side
1097.5	Paul Spur Loading Bin	Overhead and Side
1107.0	Platform Freight Station (Nacozari main track), Douglas	Side
1107.0	Stock Yards (stock track), Douglas	Side
1107.0	All Industry Tracks, Douglas	Side
1121.1	Water Tank, Cazador	Overhead and Side
1130.6	Stock Yard Platform (siding), Bernardino	Side
1147.1	Stock Yards (spur track), Apache	Side
1147.1	Water Tank and Spout, Apache	Overhead and Side
1158.7	Coal Chute (main and coal track), Rodeo	Side
1158.7	Water Tank, Rodeo	Overhead and Side
1158.7	Stock Pens (siding), Rodeo	Side
1158.7	Ore Loading Platform (siding), Rodeo	Side
1158.7	Freight House Platform (house track), Rodeo	Side
1175.9	Depot Platform (house track), Animas	Side
1181.4	Stock Pens (siding), Antelope	Side
1181.4	Water Tank, Antelope	Overhead and Side
1202.9	Ore Loading Platform (siding), Minero	Side
1206.3	Tool House (west leg wye), Hachita	Side
1206.3	Stock Pen Platform (stock track), Hachita	Side
1206.3	Station Platform (house track), Hachita	Side
1206.3	Ore Platform (ore loading track), Hachita	Side
1206.3	Coal Chute and Coal Bin (coal spur), Hachita	Side
1206.3	Coal Chute (main track), Hachita	Side
1230.9	Station Platform (house track), Hermanas	Side
1250.3	Station Platform (siding), Columbus	Side
1250.3	Stock Pen (siding), Columbus	Side
1250.3	Coal Chute, Columbus	Side
1250.3	Station Platform (house track), Columbus	Side
1250.3	Coal Chute and Coal Bin (coal track), Columbus	Side
1263.6	Stock Pen (siding), Arena	Side
1285.6	Stand Pipe (main track), Mt. Riley	Side
1285.6	Stock Pens (siding), Mt. Riley	Side
1299.0	Stock Pen and Coal Bin (spur track), Noria	Side
1299.0	Stand Pipe (main track and siding), Noria	Side
1308.9	Stock Pen (siding), Mastodon	Side
1319.1	Loading Chute (siding), Bowen	Side
1319.1	Rock Retaining Wall (siding), Bowen	Side
1319.5	Rio Grande Tunnel	Side and Overhead
1321.3	Overhead Bridge, G. H. & S. A.	Side and Overhead
	South Line—El Paso West Yard	
1295.9	Stand Pipe	Side
1295.9	So. West. Fuel Co. Spur	Side
1295.9	Rock Loading Chute (Dudley & Orr spur)	Overhead and Side
1295.9	Auto Unloading Platform	Sides
1295.9	Platform (team track)	Side
1295.9	Platforms Freight Station	Sides
1295.9	Platforms (K. Z. & M. spur)	Sides
1295.9	Neff-Stiles Spur	Sides
1295.9	Globe Mills Tracks	Overhead and Side
	El Paso Shop Yard	
1295.9	Coal Chute (south side)	Side
1295.9	Retaining Wall (east end coal chute spur)	Side
1295.9	Platform (south side store house)	Side

Mile Post	DESCRIPTION	
1295.9	Heid Bros. Coal Shed	Side
1295.9	Building—Full Weight Fuel Co.	Side
1295.9	Poles on Track Leading to Bassett Ave.	Side
1295.9	Poles on Track Leading to West Texas Fuel Co.	Side
1295.9	Gate Posts, Guy Wires and Power Line Poles	Overhead and Side
1295.9	Morris Stock Yards—All Docks	Side
1295.9	Track Leading to Pearson Co. Mills Adobe House	Side
1295.9	Concrete Gate Posts and Fence	Side
1295.9	Inside Fence Pearson Mills; Coal Chute; Platforms	Side
1295.9	High Power Overhead Trolley Wires	Overhead
	El Paso River Tracks	
	El Paso Old Northeastern Yard	
1295.9	Old Station	Side
1295.9	Fence North Side of Station … Peyton Ice Plant	Side
1295.9	Wilson & Co. Building … Platform—Tri-State Gro. Co.	Side
1295.9	Wilson & Co. Fence … Building (S. W.Warehouse spur)	Side
1295.9	Platform—Morris & Co. … Pole (S. W. Warehouse spur)	Side
1295.9	Line Poles El Paso Elec. Co. … Pole (Troy Laundry Spur)	Side
	Calabasas Line	
1048.2	Water Tank Spout, Fairbank	Overhead and Side
1051.9	Bridge over San Pedro River	Overhead
1055.3	Bridge over Babacomari Creek	Overhead
1067.4	Bridge over Babacomari Creek	Overhead
1073.8	Water Tank Spout, Elgin	Overhead and Side
1092.0	Water Tank Spout, Crittenden	Overhead and Side
1104.7	Bridge over Sonoita Creek	Overhead
1108.6	Bridge over Sonoita Creek	Overhead
	Globe Line	
19.8	Tanque, Water Tank	Overhead and Side
39.6	Safford, Water Tank	Overhead and Side
66.3	Geronimo, Water Tank	Overhead and Side
92.6	San Carlos, Water Tank	Overhead and Side
103.0	Rice Water Tank	Overhead and Side
	Spouts on water tanks are only 6 ft. 5½ in. out at 13 ft. 6 in. high from center of track.	
	Globe Yard	
123.7	River Track, Coal Bins and Store	Overhead and Side
123.7	Coal Bin and Sand House	Overhead and Side
123.7	Pocket, Corner Old Stone Warehouse	Overhead and Side
123.7	Coach Shed	Overhead and Side
123.7	Track No. 6 and No. 8, Tracks north and south of Scale House	Side
123.7	East End House Track, by Battery House and Arizona Wholesale Grocery Warehouse	Overhead and Side
123.7	Solomon-Wickersham Spur, Solwico Warehouse	Side
	Live Oak	
136.0	Chute to Inspiration Mine	Side
	Amster Line	
	Globe Yards—Spur to S&B Mine at Amster, Ore Chute	Overhead and Side
	Cochise Line	
1104.1	Stock Yards (siding), McNeal	Side
1097.1	Station Platform (siding), Courtland	Side
28.4	Kelton, Water Tank	Overhead and Side
31.6	Holmes, Platform at Freight House	Side
1089.9	**Bisbee Line**	
1092.9	Corta-Bisbee Line—All Tracks	Overhead and Side
1088.3	Corta-Don Luis, also	
1089.8	Tracks at Don Luis Mill	Side and Overhead
	Benson Jct. Line	
1038.1	Station Platform, St. David	Side
1038.1	Sand Loading Platform, St. David	Side
1039.8	Warehouse Platform (Apache Powder Co.), Curtiss	Side
1039.8	Coal Grinder House (Apache Powder Co.), Curtiss	Side
1039.8	Soda House (Apache Powder Co.), Curtiss	Side
1042.4	Station Platform, Land	Side
	Tombstone Line	
1057.5	Sand Loading Dock, Tombstone	Side
1057.5	Two Ore Platforms, Tombstone	Side
1057.5	Coal Dock, Tombstone	Side
1057.5	Warehouse Platform, Tombstone	Side
	Ore Chute (upper lead Bunker Hill Mine Co.), Tombstone	Side
	Ore Platform (lower lead Bunker Hill Mine Co.), Tombstone	Side
	Fort Huachuca Line	
1072.0	Station Platform (main and house tracks), Ft. Huachuca	Side
	Government Structures at Ft. Huachuca	
1072.0	Oat Bin Platform	Side
	Repair Shop (commissary track)	Side
	Tool House (commissary track)	Side
	Warehouse Platform (commissary track)	Side
	Coal Bin (main track)	Side

Mile Post	DESCRIPTION	
	Clifton Line	
1168.5	Stand Pipe and Tank, Brockman	Side
1168.5	Stand Pipe (siding), Brockman	Side
1157.9	Stock Pen (siding), Robert	Side
1148.3	Ore Loading Platforms (two) spur, Oil Siding	Side
1180.9	Station Platform stock pen (siding), Franklin	Side
1184.3	Ore Platform and Coal Bin (siding), Duncan	Side
1184.3	Station Platform (house track), Duncan	Side
1184.3	Lumber Sheds and Trees (lumber spur), Duncan	Side
1184.3	Stand Pipe (main track and siding), Duncan	Side
1184.3	Trees Through Station Grounds, Duncan	Overhead and Side
1186.9	Stock Pens (siding), Fox	Side
1192.6	Siding and Spur, Sheldon	Side
1199.1	Station (siding), York	Side
1205.2	Concrete Platform East Switch Main Track, Guthrie	Side and Overhead
1205.2	Gila River Bridge, Guthrie	Side and Overhead
1205.2	Stand Pipe (main track and siding), Guthrie	Side
1209.8	Stock Pens, South Siding	Side
1214.2	Station (siding), Smelter	Side
1216.3	San Francisco River Bridge, Clifton	Side and Overhead
1216.3	Freight House Platform, Clifton	Side
	All of Clifton Yard west P. D. Co. store, buildings, platforms, coal chute, stand pipe, etc., will not clear man on top or sides of car.	
	Smelter Yard buildings, platforms, overhead bridges and trolley wires will not clear man side and overhead on top or sides of cars.	
1189.3	Cuts between M. P. 1287 and 1314 (Clifton Line)	Side
1216.3	Tunnels Nos. 1, 2, 3, 4, 5, 6, (North Siding and Clifton)	Overhead and Side
1148.3	Passenger Station Roof (house track), A. & N. M. Yard	Overhead and Side
1148.3	Freight Station Platform, A. & N. M. Yard	Side
1150.1	Ore Loading Platform (spur), Shakespeare	Side
1150.7	Ore Loading Platform (spur), Lawrence	Side
1150.7	First rock cut, old platform and concrete wall, ore loading chute, coal bin, rock wall, store building,	
1151.2	coal and hay unloading chutes	Side and Overhead
	Hermanas Line	
1230.9	Stock Pens (siding), Hermanas	Side
1228.7	Ore Loading Platform (siding), Tomerlin	Side
1222.5	Station Platform (spur), Midway	Side
1216.5	Canning Factory and Coal Bin (spur), Hondale	Side
1208.0	Freight Platform (house track), Deming Old Yard	Side
	Tyrone Line	
1251.2	Ore Unloading Bins (Mill Yard)	Overhead and Side
1252.7	Main Supply Platform (mine yard track), Tyrone	Side
1252.7	Gate to P. D. Lumber Yard (mine track),Tyrone	Overhead and Side
1252.7	Trolley poles and wires, Tyrone	Overhead and Side
1252.7	Freight House Platform, Tyrone	Side
1252.7	P. D. Warehouse Platform	Side

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

BRANCH LINES

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Bisbee Jct.-Bisbee Lewis Springs-Ft. Huachuca Fairbank-Tombstone Burro Mtn. Jct.-Tyrone	Bisbee-Bisbee Jct. Ft. Huachuca-Lewis Springs Tombstone-Fairbank Elgin-Fairbank Sonoita-Calabasas	Tyrone-Burro Mtn. Jct. Fairbank-Sonoita Calabasas-Elgin Benson-Benson Jct. Benson Jct.-Benson Douglas-Cochise	Cochise-Douglas Deming-Hermanas Hermanas-Deming Hachita-Guthrie Duncan-Hachita So. Siding-Duncan	Guthrie-So. Siding Clifton-So. Siding	San Carlos-Cutter	Cutter-Pinal Globe-Pinal	Miami-Globe	So. Siding-Clifton Pinal-Globe Pinal-San Carlos	San Carlos-Tanque	Tanque-Bowie	Globe-Miami	Bowie-San Carlos
T-11	T—57-18/24-81	2124-2131-2133	160	550	6000	670	1040	500	990	470	730	6000	1690	1280	1370	1980
T-2	T—63-19/24-105	2221 to 2234														
T-31	T—63-22/28-162-S	2353 to 2362	200	1240	8000	1490	2240	1140	2130	1110	1600	8000	3550	2740	2910	4150
T-32	T—69-23/28-174-S	2363 to 2370														
T-32	T—69-23/28-174-S	2371 to 2384	210	1290	8000	1550	2340	1180	2230	1140	1660	8000	3720	2860	3050	4360
P-1, 3	P—77-22/28-141-S	2400 to 2437	210	990	6000	1210	1850	900	1760	870	1300	6000	2980	2290	2430	3500
C-9, 10	C—57-22/30-200-SF	2513 to 2599, 2752-2836 2839-2857	210	1470	8000	1770	2640	1350	2510	1310	1890	8000	4170	3220	3430	4900
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2752 to 2836, 2839 to 2857														
C-8	C—57-22/30-192-S	2698 to 2751														
C-5	C—57-22/30-187-S	2624 to 2679														
C-5	C—57-22/30-185-S	2680 to 2693														
C-9	C—57-22/30-187	2513 to 2599, 2752 to 2830	200	1290	8000	1550	2330	1180	2220	1140	1660	8000	3700	2850	3040	4330
C-8	C—57-22/30-184	2698 to 2751														
C-5	C—57-22/30-180	2624 to 2679														
C-5	C—57-22/30-178	2680 to 2693														
TW-3	TW—50-20/26-120	2932 to 2945	170	940	6000	1120	1680	860	1600	830	1200	6000	2650	2050	2180	3100
P-11	P—68-24/26-157-S	3100 to 3109	176	1050	8000	1270	1940	950	1850	920	1370	8000	3130	2390	2550	3670
P-12	P—73-27/28-186-S	3120 to 3129	190	1490	8000	1790	2720	1350	2590	1310	1930	8000	4350	3340	3550	5100
MK 5, 6	MK—63-26/28-210-S	3241 to 3277	200	1800	10000				3050	1600	2300	10000	5040	3890	4140	5880
MK 7, 8, 9	MK—63-29/30-247-S	3300 to 3324	176	2070	10000				3500	1840	2640	10000	5790	4480	4760	6750
C-18	C—57-22/28-169-S	3400 to 3409	200	1390	8000	1650	2450	1270	2330	1240	1760	8000	3840	2970	3160	4480
C-19	C—57-22½/28-178-S	3410 to 3426	200	1430	8000	1700	2530	1310	2420	1270	1820	8000	4000	3090	3290	4670
C-20, 21	C—57-25/30-196-S	3440 to 3449	170	1540	8000	1840	2740	1410	2610	1370	1970	8000	4330	3340	3550	5060
C-23	C—57-23/30-193-S	3450 to 3451	200													
C-22	C—57-25/30-193-S	3452 to 3469	170													
F-1	F—63-27½/32-273-S	3600 to 3652	200	2190	10000											
F-3	F—63-29½/32-297-S	3653 to 3667	200	2490	10000											
F-4, 5	F—63-29½/32-306-B-61-SF	3668 to 3763	200	2770	10000											
F-5	F—63-29½/32-306-B-62-SF	3764 to 3768														
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS			LESS THAN 40 Ms.	3	6	3	6	3	6	3	3	6	6	6	6	6
			40 Ms. TO 50 Ms.	0	3	0	3	0	3	0	0	3	3	3	3	3

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

22
C-57——187
30

CLASS "C"—Consolidated engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
Mt.—Mountain
"Mt."—Mountain

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

				SOUTH LINE							NORTH LINE										
				EASTWARD			WESTWARD				EASTWARD						WESTWARD				
OMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Tucson-Mescal Douglas-Cazador Rodeo-Pratt Hachita-Continental Ford-Mimbres Arena-M. P. 55 Mt. Riley-Potrillo Hereford-Naco	Mescal-Fairbank Bisbee Jct.-Douglas Chiricahua-Rodeo Mimbres-Arena Potrillo-El Paso	Fairbank-Hereford Naco-Bisbee Jct. Cazador-Chiricahua Pratt-Hachita Continental-Ford M. P. 55-Mt. Riley	El Paso-Mastodon Playas-Antelope Apache-College Pk. Douglas-Bisbee J-t. Rodeo-Apache	Noria-Potrillo Columbus-Mimbres Ford-Savoya Victorio-Hachita Hachita-Vista	Mastodon-Noria Savoya-Victorio Fairbank-Mescal M. P. 55-Columbus	Potrillo-M. P. 55 Mimbres-Ford Vista-Playas Antelope-Rodeo College Pk.-Douglas Bisbee Jct.-Fairbank Mescal-Tucson	Tucson-Mescal	Benson-Dragoon San Simon-Steins	Mescal-Benson Dragoon-Wilcox Raso-San Simon Steins-Conrad Pyra-Lordsburg Wilna-Myndus Aden-El Paso	Wilcox-Raso Conrad-Pyra	Lisbon-Hawkins	Lordsburg-Lisbon Hawkins-Wilna Myndus-Aden	El Paso-Strauss Afton-Aden Lordsburg-Pyra	Aden-Myndus Wilna-Lordsburg Pyra-Mondel Steins-San Simon Raso 2 m. E. Cochise Dragoon-Benson Mescal-Tucson	Myndus-Wilna Strauss-Afton San Simon-Bowie	Bowie-Raso 2 m. E. Cochise to Dragoon	Mondel-Steins Benson-Mescal
T-31	T—63-22/28-162-S	2353 to 2362	200	2150	8000	2750	2300	2950	4350	8000	2150	1650	8000	3200	3550	4700	3550	8000	4000	2450	1650
T-32	T—69-23/28-174-S	2363 to 2370																			
T-32	T—69-23/28-174-S	2371 to 2384	210	2250	8000	2850	2400	3100	4550	8000	2250	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
P-1, 3	P—77-22/28-141-S	2400 to 2437	210	1750	6000	2300	1800	2450	3650	6000	1750	1350	6000	2700	3000	3950	3000	6000	3350	2035	1350
-9, 10	C—57-22/30-194-S	2513 to 2599, 2752 to 2836 2839 to 2857	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
-9, 10	C—57-22/30-200-SF	2513 to 2599, 2852 to 2836 2839 to 2857																			
C-8	C—57-22/30-192-S	2698 to 2751																			
C-9	C—57-22/30-187	2513 to 2599, 2752 to 2830	200	2200	8000	2850	2400	3050	4500	8000	2200	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
C-9	C—57-22/30-200-SF	2858 to 2860																			
C-8	C—57-22/30-184	2698 to 2751																			
C-5	C—57-22/30-187-S	2624 to 2679	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-5	C—57-22/30-185-S	2680 to 2693																			
C-5	C—57-22/30-180	2624 to 2679	200	2200	8000	2850	2400	3050	4500	8000	2200	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
C-5	C—57-22/30-178	2680 to 2693																			
TW-3	TW—50-20/26-120	2932 to 2945	170	1600	6000	2050	1750	2200	3250	6000	1600	1250	6000	2400	2650	3500	2650	6000	2950	1850	1250
P-11	P—68-24/26-157-S	3100 to 3109	176	1850	8000	2400	2000	2600	3850	8000	1850	1450	8000	2800	3150	4150	3150	8000	3500	2150	1450
P-12	P—73-27/28-186-S	3120 to 3129	190	2600	8000	3350	2800	3600	5300	8000	2600	2000	8000	3900	4350	5750	4350	8000	4900	3000	2000
K-5, 6	MK—63-26/28-210-S	3241 to 3277	200	3050	8000	3900	3300	4200	6150	8000	3050	2400	8000	4550	5050	6650	5050	8000	5650	3500	2400
K-7,8,9	MK—63-29/30-247-S	3300 to 3324	176	3500	8000	4200	3800	4800	7050	8000	3500	2750	8000	5200	5800	7650	5800	8000	6500	4000	2750
C-18	C—57-22/28-169-S	3400 to 3409	200	2350	8000	3000	2500	3200	4700	8000	2350	1850	8000	3450	3850	5050	3850	8000	4300	2650	1850
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	8000	3100	2600	3350	4850	8000	2400	1900	8000	3600	4000	5250	4000	8000	4450	2750	1900
-20, 21	C—57-25/30-196-S	3440 to 3449	170	2600	8000	3350	2850	3600	5250	8000	2600	2050	8000	3900	4350	5700	4350	8000	4850	3000	2050
C-23	C—57-23/30-193-S	3450, 3451	200																		
C-22	C—57-25/30-193-S	3452 to 3469	I70																		
F-1	F—63-27½/32-273-S	3600 to 3652	200	3700	10000	4750	4000	5100	7450	10000	3700	2900	10000	5500	6100	8050	6100	10000	6850	4250	2900
F-3	F—63-29½/32-297-S	3653 to 3667	200	4200	10000	5400	4550	5800	8500	10000	4200	3300	10000	6300	7000	9200	7000	10000	7800	4850	3300
-4, 5	F—63-29½/32-306/B-62-SF	3668 to 3763	200	4750	10000	6100	5150	6550	9550	10000	4750	3750	10000	7100	7850	10000	7850	10000	8800	5450	3750
F-5	F—63-29½/32-306/B-62-SF	3764 to 3768																			
Mt-1	Mt—73-28/30-246/B-60-SF	4300 to 4327	210	3800	10000	4850	4100	5250	7700	10000	3800	2950	10000	5650	6300	8300	6300	10000	7050	4350	2950
Mt-2	Mt—73-29/30-262-SF	4385 to 4390	210	3550	10000	4600	3850	4950	7300	10000	3550	2800	10000	5350	5950	7900	5950	10000	6700	4100	2800
ALLOWANCE FOR EMPTY AND UNDERLOAD CARS		LESS THAN 40 M's 40 TO 50 M's	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3

These ratings include the total weight of train, exclu-
e of engine and tender, which the different class of lo-
motives will haul in each direction between the sta-
s shown.

Example.—Consolidation engine having 57-inch driv-
, Cylinders 22-inch diameter and 30-inch stroke, and
ighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

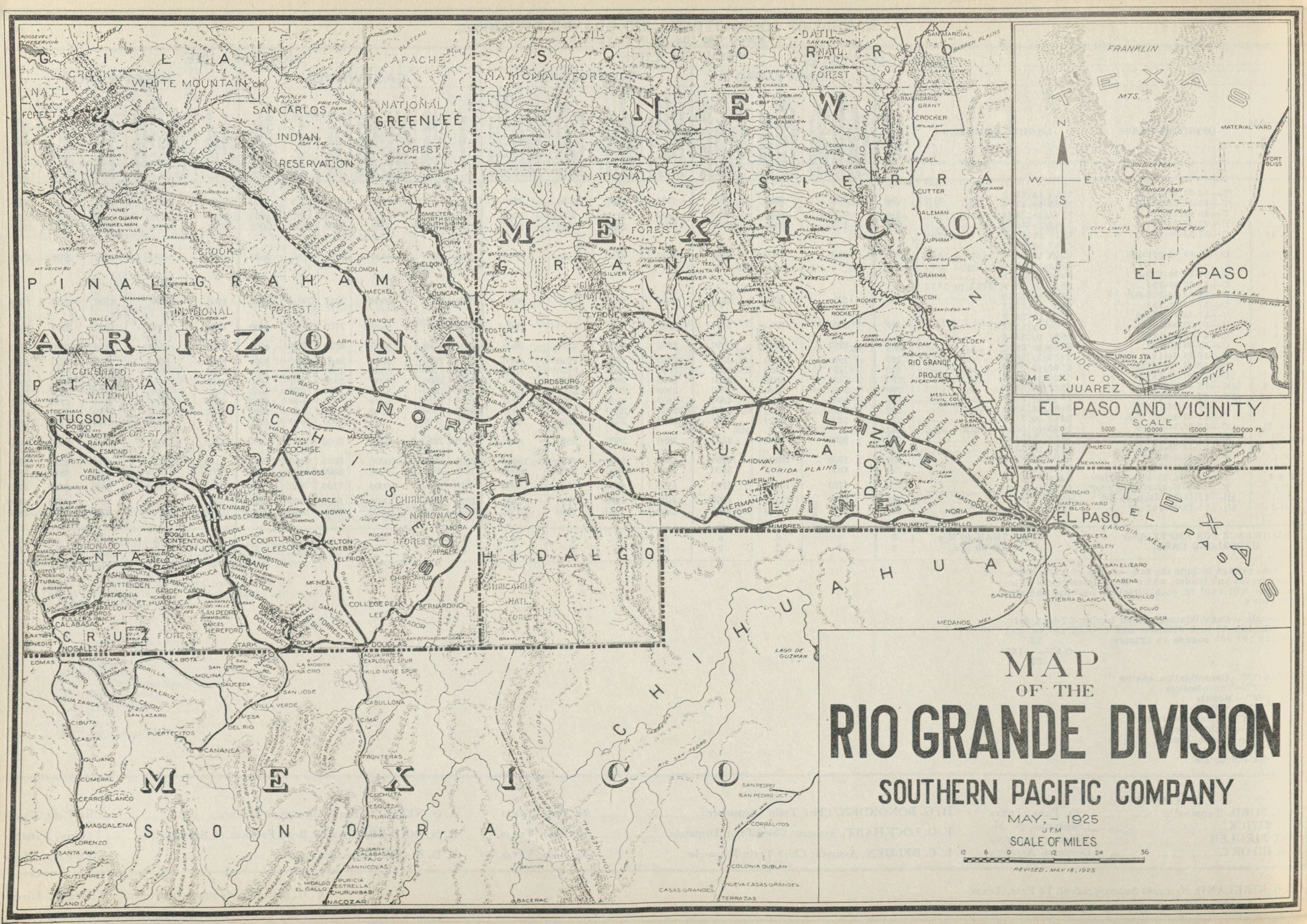
LASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
Mt.—Mountain

Trainmasters

S. FORD, Terminal	El Paso, Texas
L. ZWICK	Lordsburg, N. M.
AX FIEDLER	Globe, Arizona
B. EIFORT	Douglas, Arizona
H. G. BONORDEN, Chief Train Dispatcher	El Paso, Texas
F. O. LOCKHART, Assistant Chief Train Dispatcher	El Paso, Texas
L. C. BELDEN, Assistant Chief Train Dispatcher	El Paso, Texas
A. G. NEWELL, Road Foreman of Engines	El Paso, Texas
R. N. BOOKER, Assistant Road Foreman of Engines	Tucson, Arizona
R. D. BLOSS, District Examiner	El Paso, Texas

B. KIRKLAND, *Assistant Superintendent*, El Paso, Texas

C. D. BEETH, *Assistant Superintendent*, Douglas, Arizona



MAP
OF THE
RIO GRANDE DIVISION
SOUTHERN PACIFIC COMPANY

MAY, – 1925

J.F.M.

SCALE OF MILES

12 6 0 12 24 36

REVISED, MAY 18, 1925

EL PASO AND VICINITY
SCALE
0 5000 10000 15000 20000 Ft.
ARIZONA
NEW MEXICO
MEXICO
TEXAS
SONORA
CHIHUAHUA
PINAL
GRAHAM
GREENLEE
PIMA
COCHISE
SANTA CRUZ
GRANT
LUNA
HIDALGO
DONA ANA
SIERRA
SOCORRO
EL PASO
NORTH LINE
SOUTH LINE
GILA NAT'L FOREST
WHITE MOUNTAIN
SAN CARLOS INDIAN RESERVATION
CROOK NATIONAL FOREST
CORONADO NATIONAL FOREST
CHIRICAHUA NATIONAL FOREST
DATIL NAT'L FOREST
RIO GRANDE
TUCSON
BENSON
FAIRBANK
TOMBSTONE
BISBEE
DOUGLAS
NOGALES
NACO
CANANEA
NACOZARI
MAGDALENA
LORDSBURG
DEMING
HACHITA
TYRONE
SILVER CITY
RINCON
LAS CRUCES
MESILLA
SAN MARCIAL
ENGLE
CUTTER
JUAREZ
FORT BLISS
FRANKLIN
SOLDIER PEAK
RANGER PEAK
APACHE PEAK
COMANCHE PEAK
UNION STA
S.P. YARDS AND SHOPS
CITY LIMITS
SMELTER
LAGO DE GUZMAN
CASAS GRANDES
NUEVA CASAS GRANDES
COLONIA DUBLAN
CLIFTON
GLOBE
MIAMI
HAYDEN
WILLCOX
BOWIE
COCHISE
PEARCE
COURTLAND
GLEESON
SAN SIMON
STEINS
CHIRICAHUA
RODEO
COLUMBUS
HERMANAS
MIMBRES
MT. RILEY
STRAUSS
YSLETA
FABENS
TORNILLO
SAN ELIZARIO